

# Navy News

SEPTEMBER 1984 10p

## BACK TO THE OLD HUNTING GROUND

AFTER a summer-long spell of Mediterranean duty, a group of Royal Navy minehunters headed further East to play a prominent role in the multi-national operation which aims to clear the Gulf of Suez and Red Sea areas of mystery mines which have damaged some 20 vessels.

Not for the first time was the RN being called on for clearance work in that part of the world — in fact one of the hunters involved, HMS Bossington, took part in explosives removal from the Suez Canal in 1974, as did another due to join the group, HMS Wilton.

The other RN ships initially involved in present work in the Gulf of Suez are HMS Kirkliston (like the Bossington based at Portsmouth) and HM ships Brinton and Gavinton from Rosyth.

In addition, a Clearance diving team of 16 from HMS Vernon flew out in Hercules aircraft from RAF Brize Norton to augment the work of the minehunters. They took a lorry, two Land Rovers, trailers and specialist equipment.

Accompanied by the support ship Oil Endeavour, the hunters arrived at the Egyptian naval base at Adabiya in mid-August in preparation for their search of shipping routes.

The operation is being co-ordinated by the Egyptian authorities, but the Royal Navy ships and personnel remain under UK command. Other units involved in what could prove a long and difficult

### ● Colour feature in page 9

operation in both the Gulf of Suez and the Red Sea include Egyptian and French. A US amphibious landing ship and US Sea Stallion mine-clearing helicopters have also been working off Jeddah.

The British hunters had headed East from the central Mediterranean after three of them had spent many weeks on Med. exercises.

Involved in these exercises too was the glass reinforced plastic minehunter HMS Wilton, which later gave leave, but was due to rejoin the Suez minehunting force in late August or early September. This would provide the group with greater adaptability for maintenance and leave periods, allowing four vessels to continue to work.

Commanding the task group is Cdr. Tony Chilton, (3rd MCM), who took over in late August. Commanding officers of the minehunters involved are: Kirkliston, Lieut-Cdr. D. R. Long; Gavinton, Lieut-Cdr. N. A. Bruen; Bossington, Lieut. G. P. Johnson; Brinton, Lieut. N. J. Ford; Wilton, Lieut. S. D. McAlear. The Clearance Diving Team is led by Lieut. Stephen Field.

● BFBS, which conveys record requests to husbands and boyfriends in RN ships in many parts of the world, is planning to make cassettes of messages and requests for the MCMs now working in the Middle East. Requests should be sent to Ship Requests, BFBS, PO Box 1234, London, W2 1LA. It helps if the name of the ship is also written on the envelope.

## COOL CUSTOMER!



It takes some licking! A refreshing task for the commanding officer of HMS Yarmouth, Cdr. Terry Taylor, who entered into the spirit of things when he presented this young holidaymaker with an ice-cream while on tour of Yarmouth sea front. The frigate was there to receive the Freedom of Great Yarmouth. See also page 6.

## Meanwhile, Challenger gets set to dive even deeper . . .



HMS Challenger — already dubbed the "all-singing, dancing, spinning ship".

HMS CHALLENGER, the Royal Navy's unique new seabed operations ship which can turn within her own length and travel sideways at 3½ knots, and whose divers will in the well-worn cliché be able to "do it deeper", is raring to get all systems going after commissioning in her base port of Portsmouth.

The 7,200-tonne ship has been designed to search for, inspect, and if necessary recover, objects of up to 25 tonnes from more than 1,000ft. She will have an invaluable role in the event of a submarine accident.

### ADVANCED

Her unusual rudderless propulsion system — bow thrusters and "downward" propellers — enables her to keep stationary or on a precise track at slow speeds when deploying divers, manned or unmanned submersibles.

The highly-advanced diving equipment includes a TV-monitored decompression chamber and a "moon-pool" through which the diving bell is lowered.

Tests and trials on the Challenger's sophisticated equipment, some of which has yet to be fitted, will take about two years. Meanwhile, she was

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## Tax man advances (in arrears)

ADVANCES to Service personnel to help them buy their houses are attracting the beady eye of the tax man.

In the Royal Navy about 13,500 people are at present being helped to become owner-occupiers through the Long Service Advance of Pay Scheme. How many will be affected by the tax change is not known and, although numbers may be few, no-

one at this stage can be sure.

While the Service departments have records relating to advances of pay, the question of tax levels lies between the individual and the tax man.

Under the new rules, which may puzzle some people, LSAP advances are to be treated as "beneficial loans." One petty officer, who has a mortgage of £34,000 and is likely to be affected, is known to be aggrieved

by the change. (Possibly he has a working wife to help sustain a mortgage at that level).

An announcement says "A change in the tax law, of which the MOD has only recently been notified and which was retrospective from April 6 1983, required that the Inspector of Taxes be notified of advances of pay made to 'higher paid' employees for house purchase, either under the RN LSAP

scheme, or the tri-Service AHP schemes."

"Higher paid" employees are defined by the Finance Act 1976 as those with gross earnings of £8,500 a year or more.

Under this change in the tax law, all advances of pay for LSAP or AHP, whenever made, will be treated as beneficial loans.

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## HELPING HANDS

# Churchillian effort reaps its reward

WHEN IT COMES to fund-raising, HMS Churchill's "finest hour" must be from September 1980 to May 1983, when more than £25,000 was raised for charity during the submarine's refit at Chatham.

In 1981, the Year of the Disabled, more than £8,000 was raised, and a further £5,000 was achieved by stacking 10p pieces in aid of the Licensed Victuallers Old People's Home. In addition, a six-man team cycled 400 miles to raise money for an incubator for All Saints Hospital, Chatham.

Highlight of the Churchillian effort was a project undertaken with Gillingham Police, involving activities such as dances and raffles which raised enough money to buy and equip a 15-seater coach for the physically handicapped unit of Twydall Junior School, Gillingham.

In recognition of all this, junior and senior ratings of the Churchill have been awarded a tankard by the Herbert Lott Fund. It was accepted on behalf of the ship's company by CRS(SM) Mick Boulwood and ROI(SM) Owen Evans.

HMS Birmingham has so far this year raised more than £1,150 for a kidney machine for Chelmsley Wood Hospital School for handicapped children, the ship's adopted charity. While the destroyer was deployed in the West Indies, £800 was raised by various activities including a sponsored ride around Bermuda. On their return, a team from the Birmingham, led by CPO Snoddon, rolled a barrel from Portsmouth to Birmingham, covering 160 miles in under 32 hours. The Brummy rollers beat the best brewery record for the reverse trip by over 3½ hours and for their efforts, raised £350.

A £1 fine for turning up to work in fancy dress did not deter personnel of HMS Sultan who arrived as pirates and other characters during a "Wear What You Please" day which raised £700 for the Mayor of Gosport's Charity Appeal.

Members of the ship's company of HMS Daedalus directed



The fun which marked HMS Torquay's week-long visit to the holiday resort of Torquay included a 100 x 1 mile relay run along the seafront which was supported by some topless local belles. Their presence, no doubt, helped raised £600 of the £2,066 made by the ship for their three adopted Torquay charities.

A lot of fun was also provided for the patients of Torbay Children's Hospital when they were visited by members of the ship's company, especially young Fiona, seen above with STDs Scouse Mercer and Kelth Binnie.

*Torquay clocks up 2 million — see opposite page.*

their efforts to helping local charities, raising £300 for the Gosport and Fareham Inshore Rescue Service by various activities, including proceeds of an Air Day and a Fun Day. Another £300 was raised by a team from the Artificers Qualifying Course, who cycled 100 miles in relays to Bath in aid of the Child Assessment Unit at the Queen Alexandra Hospital, Portsmouth.

Trainee Air Engineering Mechanics from Daedalus also helped out locally when assist-

ance was needed to move 21 patients and their belongings from one floor to another of St Christopher's Geriatric Hospital, Fareham.

A non-stop 330-mile relay run by a team of submariners from HMS Conqueror, reported in the May edition of Navy News, raised £3,500 for the Variety Club of Great Britain, who are donating half to the King George's Fund for Sailors and

25 per cent to the Outward Bound Trust.

A sponsored slim-in was the choice of members of staff from the Flag Officer Naval Air Command Headquarters at RNAS Yeovilton, who shed 175lbs and gained £350 for St Margaret's Somerset Hospice for the terminally ill.

Eight members of the Communications department of HMS Bristol took part in a



Third Officer Jo Grindie (inset) could only grin and bare it after volunteering to provide the "drench a wench" attraction at a WRNS summer fete in Hong Kong. Perhaps it was a smart way to keep cool. Throwing the sponge is Mrs. Raine Collins, wife of Capt. F. A. Collins, Captain-in-Charge Hong Kong. The fete raised £400 towards the renovation of St Mary-le-Strand Church in London, the WRNS church.

48-hour sponsored darts marathon, expected to raise more than £627 for the British Kidney Patient Association. The players threw for 15 minute periods, scoring a total of 1,041,358 points.

A voluntary swear box introduced by CPO(OPS) (S) Portage, Accommodation Chief of HMS Vernon, had such a good effect on junior ratings responsible for cleaning Warrior Block that it is now unnecessary. But the verbal discipline raised £45 for the RSPCA.

Naval personnel on winter detachment in Northern Norway at RNoAF Bardufoss for Exercise Clockwork with the Royal Marines, raised £500 for charity. The money was donated to Haraldsvollen School, a Red Cross-run charity which caters for children of nomadic Lapps and provides outward bound experience for handicapped children. The RN detachment has a close link with the school and has in the past used its accommodation during exercises.

A sponsored "It's a Knock-out" by Wrens and wives in HMS Dryad raised £108 for the Portsmouth Deaf Centre. A further £65 was raised for the Leisure Centre at Knowle Hospital by a jumble sale held in the WRNS quarters.

To raise funds for the church of St Mary-le-Strand in London, and Cancer Research, Wrens at HQ AFNORTH, near Oslo held a raffle which raised £350. The first prize was a return ticket to London donated by British Airways, and the booby prize was a secondhand troll!

An 18-mile sponsored walk across Salisbury Plain by two members of the staff of HMS Royal Arthur and two on course, raised £166 for the Royal Commonwealth Society for the Blind. The money is being donated to a mobile eye clinic named HMS Royal Arthur, which takes medical

treatment and care to those in need in remote areas of Asia.

A team of 18 Weapon Engineering Artificer Apprentices from HMS Collingwood gave a helping hand at the British Transplant Games at Southsea by acting as umpires and guides. The Hampshire Police Charity Pram Run was favoured by a group of Collingwood's Weapon Engineer Artificers who came third in the race and raised

## Portland challenge

SHIPS calling at Portland have been challenged to a darts match by the Jolly Sailor ladies' team. Proceeds from the evening go to TS Penn, the Portland Sea Cadet unit. More information from landlord Mr. Andy King on Portland 822322.

£200, two thirds of the money going to Collingwood's Charities Chest the balance to the Police charity.

Crick teams from the Royal Navy and Royal Air Force took to the pitch at the Royal Aircraft Establishment, Farnborough, to do battle for the NAAFS (Navy Against Air Force Sports and Social) Trophy, and in the process raise funds for charity.

The trophy and fixture, instigated by the Navy, is competed for twice a year, with victory on this first occasion to the RAF by the narrow margin of 12 runs. Real winners were, however, the infants in the Special Care Baby Unit at Frimley Park Hospital, who gained £200. A raffle for a snooker table raised £168 of the total.

To raise funds to help three-year-old Kara Mitchell of Dunfermline visit America for medical attention, the Senior Rates' Mess of HMS Resolution held a skittles night which made £144 towards the cost of the trip.

## Map Room seen by 8,000

DURING the three months that the Wall Map Room in Southwick House, HMS Dryad, was open, £1,300 was raised for the King George's Fund for Sailors through donations, post card and commemorative cover sales.

It was visited by about 8,000 people, many of them Normandy veterans, during the D-Day, 40th anniversary celebrations.

# JAN'S HAIR-RAISING MOMENT IN AJAX

CPOMEA(P) "Big Jan" Cole didn't reckon on the generosity of HMS Ajax's ship's company when he rashly offered to have his fine head of hair reduced to a crew cut in aid of charity.

At a barbecue held the night before the Ajax arrived in Gibraltar, the required £100 was quickly raised and "Big Jan" went down fighting to the hairdressing skills of LMEM(L) Paul Richards.

In all, £103 was raised for Northam Home for Handicapped Children near CPO Cole's home town of Bideford, Devon.

The Ajax made the most of a four-day break in

Gibraltar with HM ships Broadsword and Birmingham and RFA Olwen before continuing the group work-up for deployment to the South Atlantic. During weapon training in the Gibraltar area on July 21, the Ajax fired all her missile systems in an eight-hour period.

## IKARA LAUNCHED

She launched an Ikara against HMS Valiant with the assistance of the Birmingham, and a Seacat against a flare target, and the ship's helicopter fired three AS12 rockets against a splash target. All were successful, making it a satisfying day for the Ajax's Weapons Engineering Department.



## CHEEK TO CHEEK . . .

Sarah Ann Taylor is greeted sailor-fashion by LS Dickie Banks (left) and LCA Marty Sheasby during her tour of the ship after being voted Miss Phoebe 1984.  
Picture: Wren (Phot) Allison Wright

# TORQUAY CLOCKS UP 2 MILLION

A FEW WEEKS after celebrating her 28th birthday, the veteran frigate HMS Torquay marked her two millionth mile of operational service. A "ribbon" made of Coston gunline, decked with bunting and suspended, after some difficulty, across Portsmouth harbour, was ceremonially cut by the commanding officer (Cdr. J. H. S. McNally).

## Vernon stages last tattoo

HMS VERNON brings the curtain down on the annual Searchlight Tattoo with its 11th and last military spectacular from September 12 to 15.

Plans for Vernon mean the establishment will no longer have the resources to produce what has grown from a purely local event into a pageant that attracts visitors from all over the world.

A star of this year's show will be British Aerospace's 11½-ton tracked Rapier vehicle, armed with eight missiles, which will give a full into-action sequence culminating in an exciting simulated firing.

Another new act in the Vernon arena will be the Knights of Arkley and their display of medieval jousting.

### DRAMA

Excitement and drama will be provided by the Royal Marines Freefall Parachute Team, the White Helmets motor-cycle display team, the Royal Navy Display Team, and the Hampshire Police Dogs Display Team.

Military bands of the 1st Bn Royal Highland Fusiliers, the 2nd Bn Royal Irish Rangers, the 1st Bn Royal Welsh Fusiliers and the Devonshire and Dorset Regiment, and the pipes and drums of the 10th Princess Mary's Own Gurkha Rifles will ensure it is an evening of musical distinction.

Tickets are available in HMS Vernon or by post from the Tattoo Office, HMS Vernon, Portsmouth, enclosing s.a.e. Prices are: unreserved adults £3, children / OAPs £1; reserved adults £3.50, children / OAPs £1.50. All profits go to King George's Fund for Sailors.

## Squadrons on show

DESPITE showers, large crowds attended International Air Day at RN air station Yeovilton, where all the squadrons were on show for the first time in three years. Finale of an impressive flying display was an assault staged by Commando helicopters.

The ceremony took place during a families day, watched by the ship's company and some 450 relatives and friends.

The 28th birthday had been celebrated with a ship's company party in May following 14 days' hard work at COQC — the "Perisher" course — in the Clyde areas. Here a combination of 16-hour days, high run rates (28 in one day — claimed as a record), and frequent changes of speed and course kept everyone on their toes.

Later came visits to Dartmouth and Slapton for ceremonial connected with the 40th anniversary of D-Day, and then participation in a COs (designate) ship handling course.

With a fresh coat of paint, it was off as Royal escort to HMY Britannia for the Queen's visit to D-Day commemoration events in Normandy.

Back-to-normal routine saw three weeks of intensive training for the 15 junior ME officers embarked. This was carried out during circumnavigation of the UK, with visits to Grimsby, Birkenhead and Torquay.

There were warm welcomes in all three places. In "home" town Torquay the ship's com-

pany exercised rights of Freedom of the Borough by marching with bayonets fixed, accompanied by the Torbay Brass Band. A civic reception for the ship's company was the 43rd of 49 events scheduled in a happy and hectic week-long visit.

Then it was back to work for navigation training. In prospect this month is a visit to Le Havre as RN representative at anniversary celebrations of the liberation of that city.

## MANCHESTERS RE-UNITED!

AFTER A BUSY summer term which included a Joint Maritime Course, visits to Rosyth and Leith, and multitudinous Fleet trials, HMS Manchester nosed her way into Brocklebank Dock, Liverpool, to renew her ties with the city of Manchester.

As the lines went out, a team of athletes panted up the jetty after running in relay from Leith, near Edinburgh, the ship's previous port of call. Their efforts raised £1,000 in sponsorship for the children's wards of Pendlebury Hospital.

Once the brow was out a rather unusual combination of visitors took their leave. They included representatives from 94 Locating Regiment Royal Artillery; 208 Squadron RAF; TS Trafalgar Sea Cadets; the Royal Naval Corps of Constructors; and four officers from A Division, Greater Manchester Police Force.

Not to be outdone by the runners, the POs' Mess pushed a barrel of Boddington's Best Bitter from the ship alongside in Liverpool to the brewery in Manchester. Here they disposed of their burden in appropriate manner, in the process raising £550 for the children's ward of Booth Hospital, North Manchester.

Visits to Tetley Walker, Lees and Boddington's breweries were much appreciated, and many night clubs and discos opened their doors to the ship's company.

Manchester made their sailors welcome all over the city. Official functions included a reception at the Town Hall hosted by the Lord Mayor.

News is still awaited on the Manchester's proposal to re-route the M6 motorway, allowing the bridge over the ship canal to be demolished so that the guided missile destroyer can berth in Manchester Docks on her next visit. The bridge is several inches too low to permit the ship passage up the canal.

## Phoebe has a summer of 42s

DURING three summer days of perfect seaside weather, HMS Phoebe (pennant number F42) celebrated 42 years of affiliation with Bournemouth, the town that first adopted the previous ship of the name in Warship Week, 1942.

Anyone who's lucky number is 42 would have had a field day . . .

The wartime Phoebe was a light cruiser which kept her links with the town until she was scrapped in 1956. The present frigate was first commissioned in 1966 and the town of Bournemouth decided to renew its link — which has been flourishing since.

During this summer's three-day visit, when the ship anchored off the resort, the ship's company were given free entry to all municipal facilities, courtesy of the Mayor, Councillor Michael Filer, and several events were scheduled with Linwood School, the ship's charity.

### ENGINE PULL

A sponsored "field gun" style pull of a model engine through the town raised over £1,000 for the school for the physically and mentally handicapped and presented it to headmaster Mr. Graham Hunt during a children's party in the ship the next day.

Another group of volunteers from the ship repaired some of the school's facilities, including an old Whirlwind helicopter donated by the Royal Navy.

During a Phoebe Gala Night in a major night-spot, a Miss Phoebe Competition with 21 entrants was won by local model Miss Sarah Ann Taylor, who will hold the title for a year.

More than 700 people toured the ship during the three days.

## Excellent finale

HMS EXCELLENT entertained members of the Queen's Regiment for the last time at celebrations to mark the 190th anniversary of the Battle of the Glorious First of June. The festivities and annual cricket match will take place elsewhere after the closure of Excellent.

## Sure-fire plan

TO ENSURE a rapid response to a fire emergency at sea, a training programme organized by RN air station Culdrose will prepare members of Cornwall County Fire Brigade for flying in Wessex or Sea King helicopters.



## ROUGH STUFF

HMS CHARYBDIS ploughs through the Arabian Sea in the South West monsoon during exercises with the United States carrier battle group. The photograph was taken from HMS Glasgow, which has been on Armilla Patrol with the Charybdis and RFA Appleleaf.

In calmer weather, all three British ships and the French frigate D'Estienne D'Orves took part in a sports match which the Charybdis dominated to win the Armilla Barrel outright.

The Charybdis is also claiming a record for the Sheffield Memorial Trophy 100-mile relay race. On July 21, the frigate set a time of 7hrs 4min 11sec, trimming 14 minutes from the previous best by HMS Glamorgan.

The Glasgow is claiming the first all-Electrical main steam-

ing watch in a Royal Navy ship since the reorganization of the Engineering Branch.

All members of the watch are electrical ratings who have gained their operating training qualifications and have formed a complete "L" watch in the Glasgow while she has been deployed in the Gulf.

Members of the watch are C P O M E A (E L) J o h n Ascoug, P O M E M (L) Dick Carling, L M E A (E L) Doc Hook, M E M (L) 1 (A M C) Wiggy Wignall and M E M (L) 1 Paddy Kennedy.



# DRAFTY

As the Promotion Office gears itself for another series of Boards to select Petty Officers for promotion to Chief Petty Officer during 1985, many POs will be bracing themselves for elation or disappointment. We thought it a good time to explain a few of the mysteries that surround the system . . .

# All you ever wanted to know about promotion

IT IS A fact that no matter how good you rate your chances, your prospects for promotion are ultimately governed by the need for the Royal Navy to keep its manpower books in balance.

We cannot promote more than the Navy needs and no amount of writing in this column will alter this situation. But it may be easier to accept the consequences of the system if you understand a little more about it.

The mathematics of the promotion system are based on sets of figures known as **Authorised Numbers** and **Bearing**. The juggling of these figures produces **Vacancies** which lead to **Selections**.

Authorised Numbers come from the Ministry of Defence and give the maximum numbers of each rate allowed in each branch. MOD arrives at these numbers by counting up how many ratings in each rate and branch are judged necessary to fill sea and shore billets, and adding an allowance for those on course, on leave and draft, on terminal leave and so on.

## Ups and downs

As the shape of the Navy changes (and it never remains the same for long), so the numbers required change and this leads to ups and downs in the Authorised Numbers. Since sudden and large movements in the Authorised Numbers would be very difficult for us to handle, the changes are smoothed out over a period of time.

In any case, there is a maximum total number above which the Navy is not allowed to go — and that's known as the **Ceiling**.

The Bearing is quite simply the actual number of ratings by rate and branch on any given day. Except in some small branches, the Bearing can change daily for a multitude of reasons, but mainly as a result of ratings leaving the Service, being advanced to a higher level or disrated / reverted to a lower level.

The Bearing is also affected by the granting of extensions of service of various sorts which is why they are never approved without casting an eye at the consequential effects on the promotion system.



If the Bearing falls below the Authorised Numbers, then we have **Vacancies**. But, as the Promotion Boards sit only once each year and select ratings to fill vacancies that will arise throughout the promotion year (in this case January 1, 1985 to December 31 1985), it is necessary to match the Authorised Numbers with a forecast Bearing for the end of the promotion year.

Before the Boards sit in Autumn the Bearing is established. This figure is adjusted by the expected movement in numbers before December 31, 1985. Comparison of this figure with the Authorised Numbers for December 31 1985 shows which branches are expected to be in surplus or have shortfalls.

If there is a surplus in a branch there will be no selections — if there are shortfalls there are vacancies and therefore selections. To cope with the

unexpected a second look at the mathematics is made midway through the promotion year and this leads to the need for what is known as the **Reserves List**.

Given that there are vacancies, selections are based on merit. Selection Boards are tasked with selecting the Petty Officers most suitable for immediate promotion. Selection Boards are held in HMS Centurion and run by Captain Naval Drafting of MOD(N). There is a Board for each branch (eight in all including one for the Fleet Air Arm and one for the Submariners), and they sit for approximately one week.

Each Board consists of three officers from the relevant specialisation; a commander from MOD(N), the Drafting Commander and a lieutenant commander from outside nominated by CINNAVHOME, CINCFLEET, FONAC or FOSM.

The Boards sit privately and are not required to divulge their business so we mere mortals never know how they came upon their selections.

They do, however, receive detailed guidance on how Boards should be conducted so that a common standard is used. For instance, they have statistical information to bowl out the "high marking" ships and on what spread of ages and seniorities would be the ideal.

## Your dossiers

The Boards make their selections from promotion dossiers. These dossiers contain photocopies of S264As covering the period from date of entry to the date rated Petty Officer and all the annual S264Cs raised thereafter.

Dossiers for all eligible and recommended "NOW" Petty Officers are presented to the Board in a numerical order of merit — highest marked men on top, lowest marked men at the bottom.

The points total used is an aggregate of the last three years' merit points awards. Having said that, even the "NOT YETs" or a "NOT RECOMMENDED" are looked at by a Board at least once in their career providing they are eligible by seniority. This is at the 18-year point.

## Selecting the best

No matter how good you reckon you are, the chances are that there is someone lurking around who has the same high qualities as yourself. The Boards, with all the dossiers in front of them, can take a broad view of all the talent, and they are looking at a span of years in your dossier. Obviously the Petty Officer with consistently strong

reports over a range of different employment will be a hot contender. For some rates, a good report from sea counts for a lot — and that's a useful hint for the men.

It's amazing how reliable the system becomes when so many reports can be compared. These days the S264Cs are, on the whole, extremely well completed — and that's a pat on the back for your DO!

Boards are tasked with selecting enough candidates to fill known vacancies and a few additional ones as reserves, but the demands of quality are high and if there are not enough considered worthy of promotion, Boards may not come up with the required number. The names of successful candidates are announced by signal on the Thursday following the week in which Boards sit.

## Totally impartial

The identity of reserves is a closely guarded secret. Those not called forward midway through the promotion year continue to go through the selection process, as normal, at subsequent Boards.

Of one thing you can be certain; the Promotion Office is totally impartial and will do all it can to make sure your dossier is presented complete and fairly reflecting your performance. If they feel a S264C is incorrectly completed or, perhaps, not very well balanced, they will chase it up. All this has been going on while most of you were on Summer Leave. So whether you make it or not in the forthcoming Boards, you can be assured the small team have done what they can to enhance your chances. Good luck!

**Please draft Robert Redford to Faslane!**

## Wrens' plea

FROM two Wrens at Faslane we have received, for the attention of Drafty, a moan that there is a "lack of macho men" at Faslane (their expression not ours).

Their plea, in verse, reads:

*'We are two lonely Wrens  
up in Neptune, amongst  
the locks and the rain,  
We thought that sailors  
were handsome, until we  
came to Faslane.*

*Now we have been out with  
most of them, Submariners,  
Boaties and stuff,  
And a skimmer once came  
for a visit, but just did  
not stay long enough.*

*So if you could send half a  
dozen, we are feeling  
lonely and blue*

*And if you think you can't  
manage, just Robert  
Redford will do!*

This plea goes on in this vein for several more verses, but we note that the writers (pulling someone's leg, surely) didn't have the nerve to supply their names.

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# SHIPS of the ROYAL NAVY

No. 346

## Olympus: Focus of attention

AFTER her two-year major refit in Devonport Dockyard, HMS Olympus is undergoing a series of sea trials before a safety and operational work-up in Faslane conducted by the Captain Submarine Sea Training.

On successful completion of work-up, the Olympus will join the First Submarine Squadron, based in HMS Dolphin, Gosport, "alma mater" of the Submarine Service.

Her base port change from Devonport has meant that a number of the ship's company's families have had to move to new houses and married quarters in the Gosport area, although the majority of the ship's company have elected to remain in the West Country.

### Rededication

During her refit a birthday party was held to celebrate the 21st anniversary of the launching of HMS Olympus by Lady Wright in June 1961 and on August 4 another cake was cut in Olympus's honour as the submarine rededicated in Devonport, where the guest of honour was the Countess of Morley, wife of the Lord Lieutenant of Devon, Lieut.-Col. the Earl of Morley.

The cake was cut by Mrs. Georgina Tuckett, wife of the commanding officer (Lieut.-Cdr. John Tuckett), assisted by the youngest member of the ship's company, RO1(SM) Andrew Blake.

The service of rededication

### Facts and figures

**Length:** 295ft. **Displacement:** 2,400 tons dived. **Propulsion:** Two 16 cylinder diesel generators, two 224 cell batteries. **Speed:** Up to 17 knots dived. **Depth:** Exceeding 250ft. **Armament:** Six 21in. torpedo tubes forward; Mk 8 straight-running torpedo; Mk 24 wire-guided torpedo; mines. **Complement:** 70.

was conducted by the Rev. E. D. J-B Renfrey, the Rev. M. Morrissey and the Rev. D. Keith. Music was by the Royal Marines Band of the Commando Training Centre.

Families of the ship's company members and other guests were later entertained in the Drumbeat Club at HMS Drake and Lady Morley, who had earlier took the salute and inspected Divisions on the quayside, proposed a toast to HMS Olympus.

The Olympus is one of 13 Oberon class conventional sub-

marines built by Vickers Armstrong at Barrow. Although now getting on in years, she is still very quiet, making detection by other ships and submarines very difficult.

She has a sophisticated above and below water sensor outfit, is armed with Mk 24 Tigerfish wire-guided and Mk 8 straight-running torpedoes, and has the capacity to lay mines. Capable of up to 17 knots dived, she can carry enough fuel to circumnavigate the world.

### New fin

Among improvements resulting from the refit are a new hydrated aluminium oxide fin and better living conditions for the crew in the after end.

The Olympus is fitted with a five-man chamber to enable exit and re-entry of the submarine while dived — a facility which involves her in extensive operations with the Royal Marines.

A ceremony in HMS Dolphin on July 30 marked her affiliation with Olympus Cameras (see story below) and a number of projects are planned, including a national photographic competition. She is also affiliated to the Gold and Silver Wyredrawers, a London Livery Company.

**AN informal association between HMS Olympus and Olympus Cameras got under way with a presentation at HMS Dolphin, Gosport, on July 30.**

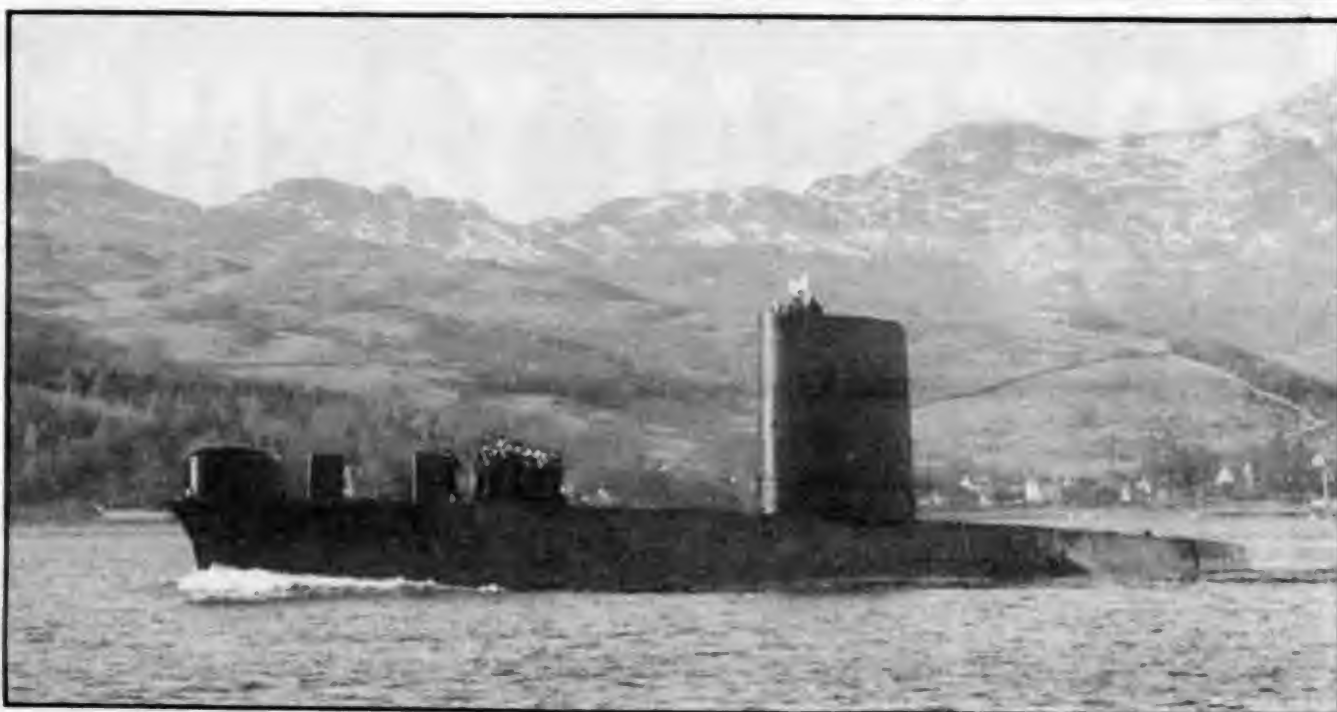
Mr. Barry Taylor (left) of Olympus Cameras, presented the submarine with a framed colour photograph taken by Patrick Lichfield of the Prince and Princess of Wales on their wedding day.

The photograph, accepted by the submarine's commanding officer, Lieut.-Cdr. John Tuckett, will be displayed in Dolphin as it is too large to be hung on board the Olympus.

As the Olympus was still in Devonport nearing the end of her refit, the presentation took place by HMS Finwhale.

Olympus Cameras have also presented their namesake boat with four video cameras for use on the messdecks.

● POSTCARDS in the Ships of the Royal Navy series are obtainable from Navy News, HMS Nelson, Portsmouth, PO1 3HH, price 20p each (minimum order £1) including postage and packing (£2 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of postal order or cheque for £4.50.



## Malta Convoys honour



HMS Olympus is the second submarine in the Royal Navy to be named after the mythological mountain of the Gods in Greece. The first was built by Beardmores near Glasgow and commissioned in June, 1930.

Before the Second World War she saw service in various parts of the world, including the South Atlantic. During 1941 and 1942 she

served in the Malta convoys, for which she was awarded a Battle Honour. In May 1942, while returning from patrol, the submarine struck a mine six miles from Malta and of the eleven officers and 87 ratings on board, only 12 survived.

The Olympus badge depicts "A bolt from the blue" — an appropriate reminder of her namesake.

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# 'CRAZY Y' GOES HOME TO GREAT YARMOUTH

HMS YARMOUTH received the Freedom of the Borough of Great Yarmouth on July 8 during a five-day visit to the resort which conferred the honour on the frigate after her daring exploits in the Falklands war.

Until now, operational commitments have prevented the Yarmouth, nicknamed the "Crazy Y," from sailing to East Anglia for the formal Freedom ceremony.

The ship anchored a mile and a half off the beach during the visit. More than 2,000 people took ferries out to see her, and her ship's company was given an extremely warm welcome wherever they went ashore.

Cdr. Terry Taylor, commanding officer of the Yarmouth, received the official deed from the mayor, Mr. Harry McGee, who later inspected the ship's company. Streets were packed with enthusiastic townsfolk and holidaymakers when the ship's company exercised the right to march through the borough with swords drawn, bayonets fixed, colours flying, bands playing and drums beating.

Lieut. Simon Cooper led a party of sailors to visit St



Officers and senior rates march past the dais at Wellesley Recreation Ground as the Mayor of Great Yarmouth (Mr. Harry McGee) and commanding officer of HMS Yarmouth (Cdr. Terry Taylor) take the salute.

Nicholas Hospital and to hand over to Effingham Ward a cheque for £100. The Yarmouth has already raised more than £120 for their adopted ward. Money raised on board was also presented to Grapevine, the local "talking book" for the blind organisation.

Every member of the ship's company received a specially-

commissioned pottery tankard mug from Great Yarmouth Pottery. Each mug depicts the ship and its role in the Falklands. A limited edition later went on sale.

## Happy

One of the happiest visitors to the ship was 85-year-old

Mr. Ted Debbage, who served in the cruiser Yarmouth during the First World War. Ted was given a personal tour of the ship, and later decided to present a German knife — a memento of his war — to the frigate.

Four Sea Cadets from the Yarmouth unit sailed with the

ship from Portland to Great Yarmouth, and 20 Sea Cadets acted as marshals during the Freedom ceremony.

On the last evening, six officers attended a Beat Retreat ceremony and reception with the Royal Anglian Regiment, the only other unit to have received the Freedom of Great Yarmouth.

## Otter hosts royal party

HM SUBMARINE OTTER has returned home to HMS Dolphin after deployment to the AUTEC ranges in the Bahamas. As well as taking part in a major NATO exercise she acted as target for practice torpedoes fired by surface vessels, aircraft and other submarines.

But there were compensations for being target, including visits to Port Canaveral, Fort Lauderdale, Nassau, Bermuda, and Halifax. In Baltimore the Otter was venue for a royal cocktail party hosted by the Duke and Duchess of Kent who were in Maryland for the 350th anniversary of the foundation of the State.

## EMBLEM

Another task for the Otter was to assist survivors of the stricken tall ship Marques.

During one of her two visits to Bermuda the Otter upheld the tradition of painting ships' badges on a wall at HMS Malabar. The artist PO(UW)(SM) Nick Bright also left the distinctive emblem of the senior rates' mess to bask in the Bermuda sunshine.

The Otter returned to Dolphin to a great welcome from families and friends. After leave and maintenance she embarks on another patrol period, followed by a visit to Oporto in Portugal, before going into a two-year refit.

HMS NAIAD began a "fifth five" after rededicating at Devonport on July 19.

She was due to be scrapped two years ago but won a reprieve because of the Falklands crisis. Now, after a refit at Devonport, she is all set for another four or five years with the Fleet.

Mrs. Kate Hutchison, wife of the commanding officer, and the youngest rating, JS Clabby, cut the rededication cake.

Guests included Lady Henderson, who launched the ship in 1963. Her husband, Admiral Sir Nigel Henderson, is a former Flag Officer Plymouth. Also present were the Mayor and Mayoress of Kingston upon

## Naiad celebrates 'fifth five'

### SHIP NEWS IN BRIEF

Thames, the Naiad's affiliated town.

HMS NURTON rededicated on July 20 as the first ship in the new MCMV facility at No. 2 Basin, Portsmouth Dockyard.

She returned to Portsmouth the day before after a short trip to Delfzijl in Holland. The Nurton was damaged in a collision in thick fog off Portland in

February last year.

Cdr. J. B. Thomas, Mayor of St Ives, the ship's adopted town, inspected her company and later presented a new inter-part trophy. Mrs. Lindsay Bryning, wife of the commanding officer, and SEA(MW) P. J. J. Mills cut a rededication cake.

HMS SHETLAND and the Gordon Highlanders were

formally affiliated in a ceremony on the quayside at Aberdeen. Both ship and regiment have strong links with the Shetland Islands and Aberdeen.

Gifts were exchanged and the regimental flag was broken at the masthead.

HMS ORKNEY returned to the fishing grounds and oil rigs in the North Sea after a mid-patrol maintenance period in Portsmouth, and soon found herself on herring duty.

Highlight was a much-enjoyed visit to Bangor to act as guardship for the Royal Ulster Yacht Club regatta. Local dignitaries and yacht club officials were entertained on board, while the ship's company enjoyed visits and sport ashore.

HMS ORACLE paid a five-day visit to the island of Elba during her recent deployment to the Mediterranean. The patrol submarine moored in the tiny harbour of Portoferraio and her company was hosted both by the island's Italian population and British people now living there. Many new friends were on the quayside to say goodbye when the Oracle sailed for Gibraltar.

## Trafalgar impresses

HM Submarine Trafalgar gave the Prime Minister of the Bahamas, Sir Lynden Pindling, lunch at sea on July 11, 600ft. beneath the AUTEC range at Andros in the Bahamas.

The Prime Minister, who visited the America submarine test facility as a guest of HMS Active, later transferred to the Trafalgar to watch the Royal Navy's newest submarine give an impressive display of diving, turning and simulating an attack.

## TOP TIFFS

FISGARD SQUADRON of artificer apprentices at HMS Raleigh were the overall winners for the first time in the annual Olympiad against apprentices from HM Naval Base, Devonport.

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# Jack



**Bristol  
really  
'flew'  
the  
flag**

THE SCENE was Queen's Quay, Toronto, Canada, on a sunny July day.

HMS Bristol was leaving after a stay of a few days, the white uniformed figures standing in an immaculate line on the deck, and a band playing. The crowd watched and waited.

Suddenly a number of sailors threw down small Union Jacks, for which there was a mad scramble. Then the white uniformed figures stepped back into line.

One lone woman, with a boy about six, was about to leave while the child stared longingly at those who had snapped up the flags — some holding more than one.

#### DART THROWER

A petty officer on deck pointed to her, appeared at the rail with a Union Jack in his hand, and with the expertise of a dart-thrower tossed it on the quay, where the boy quickly retrieved it.

My nephew and I will be in Portsmouth next year for Navy Days, and if HMS Bristol is there and we ever find that PO, "drinks are on the house." — Roger M. Avery, Toronto, Canada.

#### A big hit

##### ☐ in Texas

WHEN HMS Bristol was in port at Houston, Texas, recently we were fortunate to have six members of the crew in our home. I am writing to say how much we enjoyed their company and let you know they were well mannered and really seemed to appreciate what little we did for them.

We have also met crew members from HMS Amazon and HMS Falmouth.

It's a pleasure having them with us and the British Royal Navy must be proud of them. The only bad point is having to say goodbye. — Al and Betty Ashworth, Deer Park, Texas.

#### First and last

##### ☐ Kingfisher

I THINK that perhaps I may hold an unusual naval record. Joining the Service in 1935 my first ship was HMS Kingfisher, a new Fishery Protection ship based in Scotland, and my last ship was HMS Kingfisher (1956-57), the diving boat based in Scotland. — C. G. Farman, Norwich, Norfolk.



## LETTERS to the Editor

Write to Navy News, Barham Block, HMS Nelson, Portsmouth PO1 3HH

# Cool it with this shirty suggestion

ONCE AGAIN a prolonged spell of hot dry UK weather prompts the question, "Are officers and senior rates ever to be issued with a white, short-sleeve shirt suitable for wear in the UK during the summer months?"

If not, why not the simple solution of amending the uniform regulations to permit the option of wearing tropical shirts. I think a lot of people agree it is ideal.

To make it easier we could even amend the description of the shirt to something like "Shirt, white, short-sleeved, collar attached, warm weather, officers and senior rates."

This would at least dispel the myth that you need to be in the tropics before you require a short-sleeved shirt! — R. Baxter (CPOA), HMS Seahawk.

#### Protection

##### ☐ from fire

WORKING on North Sea oil platforms, where the quest for fire-resistant clothing still goes on, I was interested to read that the Navy is issuing shirts and trousers in flame-resistant all-cotton material.

According to the newsletter of the Institution of Diagnostic Engineers, tests on a dummy showed these percentages of 2nd and 3rd degree burns: cotton 99 per cent; polyester/cotton 75 per cent; and a material called NOMEX (R) III 33 per cent. It was claimed that the NOMEX fibre was a very effective protection from fire. — Bryan Dunster, Nottingham.

The Navy's new flame-resistant all-cotton garments are not just cotton, but cotton impregnated to give the fire-resistant properties. The garments have to be kept clean, especially from oil stains, and have to be carefully laundered to maintain the protective properties. — Editor.

#### Counted ☐ out?

HERE I am retired from the Andrew these past 11 years after 22 years' service, having a quiet pint, when an oppo says, "Hey, Jock, you're an ex-matlot, why does the Navy always shout '1-2-6- heave!' when lifting?"

Sudden silence, and I realise I don't know. Can anyone enlighten me?

I have to get my own back on

## Save the Hermes

AS HMS Hermes is nearing the end of her career in the Royal Navy, surely as the last of her breed she must be preserved, and not share the same fate as the Ark Royal. Perhaps Chatham Dockyard would be a good site for the carrier. — P. Boniface, Bearsted, Maidstone.

this particular oppo. He is an ex-crabfat (rigger) and says that in the RAF they say "2-6 Heave!" — R. S. (Jock) Banks (ex-Ch.MEA(H)), Whitley Bay, Tyne and Wear.

#### Commonwealth

##### ☐ veterans' plea

MAY I draw the attention of your readers to the Prince Philip Appeal for Commonwealth Veterans, a once-off campaign due to be launched publicly in 1985?

# GINGER CURE ISN'T A LOAD OF RHUBARB

NO DOUBT many readers assumed a smile of disbelief at the suggestion in the letters page (July) that in the Falklands war Servicemen were given ginger to offset the effects of seasickness.

However, as we are so often told, "we live and learn," and "there is nothing new under the sun."

From Lieut.-Cdr. D. Dick RNR, of Fleet, Hants, Navy News has received a cutting giving information from no less a source than "The Lancet."

In the March 20, 1982 issue, an article under the heading "Motion Sickness, Ginger, and Psychophysics" had been contributed by two learned gentlemen from universities in Utah and Ohio, USA.

They described tests on 36 undergraduates who reported high susceptibility to motion sickness, starting with the knowledge that the fluid extract of the rhizome of ginger (*Zingiber officinale*) was among natural products which mitigate symptoms of gastrointestinal distress, "thus continuing a tradition that dates back at least as far as 1597."

For the study, powdered ginger root was used in comparison with "Dramamine," the former being found to be far superior in preventing motion sickness.

#### CONCLUSION

Readers may like to know the official conclusion:

"The aromatic and carminative properties of ginger, and its possible absorbent properties, suggest that ginger ameliorates the effects of motion sickness in the gastrointestinal tract itself. It may increase gastric mobility and absorb neutralising toxins and acids, so effectively blocking gastrointestinal reactions and subsequent nausea feedback."

So now we know!

## Bulwark tallies found

NOW that HMS Bulwark is in the breaker's yard at Cairn Ryan (Stranraer), Scotland, my Scottish members are taking the opportunity to see what mementoes they can rescue.

On a recent visit, one of them gained access to the ship's "island" and outside the door to the UHF annex he espied a row of hooks tallied "Scouse," "Yorkie," "Gary," "Pony," "Chris," "Jumper," and "Daz."

If the owners would like these tallies back, please contact. — N. E. D. Parkinson, Secretary, HMS Bulwark Association, 15 Ridgeway Close, Paulsgrove, Portsmouth PO6 4LT.

#### Kempenfelt

##### ☐ torpedo

THE TORPEDO accident referred to in the May and July issues involved HMS Kempenfelt, aboard which I was serving at the time as Chief Yeoman of Signals.

We were secured alongside HMS Tyne on the Manley side of Sydney Harbour, with three of our flotilla.

#### FLAG LOCKERS

The torpedo self-ejected from the tube, passing through the funnel, and ending up in the rear of one of my flag lockers.

There was only one casualty, AB Derek Pullin, who died shortly after reaching hospital. Only a few minutes prior to the explosion, liberty men had been fallen in alongside the same torpedo tubes. — J. W. Hirst, Huddersfield.

'Other ex-Kempenfelt crew have written in similar vein: H. V. P. Scott, London; John Carroll, Bognor Regis; and C. G. West, Weston-super-Mare). — Editor.

# Jackie Fisher laid on the first 'public' field gun run

R. F. EGGLETON (July) correctly refers to the appearance of a naval field gun crew at the 1891 Royal Naval Exhibition.

By that date the seamen and marines of the Fleet had 40 years of experience in handling heavy and light guns in Naval Brigades supporting the Army ashore. Examples include the Crimean campaign, Indian Mutiny, China, and the Zulu War, to mention a few.

Battery drills were evolved by HMS Excellent, and even before the gunnery school officially moved to Whale Island,

12-pounder guns and limbers were landed for training.

When Captain Jackie Fisher was in command (1883-86) he laid on a mock assault for Their Lordships. Two teams of "attackers" stormed ashore with guns from boats, ascended a steep incline, and brought them into action against the "defenders."

Lieut. Percy Scott led one gun's crew, while Lieut. John Jellicoe commanded the other.

The captain's public commendation for the letter caused a heated argument as to which was the better team. Thus the field gun competition was conceived.

Undoubtedly gun crews competed with others in the battery in various ways, especially for the privilege of representing the Royal Navy in exhibitions and at the Royal Military Tournament.

In 1898 a 12-pounder field gun featured for the first time, and in 1900 there was a tremendous acclaim for the seamen of the Powerful, who appeared with the Ladysmith 4.7in. gun drawn by a span of oxen.

In 1907 the naval field gun competition started for public display, and this year the Royal Tournament celebrated its 100th anniversary. The naval field guns again stole the limelight in popular appeal. — John G. Wells, Capt. (retd.), Liss, Hampshire.



# Rosyth school says farewell to its old boys



HMS Caledonia stages ceremonial divisions during the final reunion, attended by many ex-Caledonians from all over the UK and many other countries.

## LAST PILGRIMAGE TO CALEDONIA

Pictures: LA(Phot) Jon Garthwaite and FOSNI Photographic Section.

HMS CALEDONIA, the Royal Navy's Engineering School at Rosyth, had an imposing start in 1937, based — if only temporarily — on board the 56,000-ton Majestic, which had been one of the world's biggest passenger liners.

In a different way, the establishment's farewell to its "family" was equally impressive, with some 1,000 ex-Caledonians and their guests gathering on August 4 for a "final reunion" weekend — although the establishment does not finally close until the end of next year. The idea was to let the guests see it running at full steam.

Applications to attend the reunion were received from all over the United Kingdom, and from as far afield as Canada, New Zealand, South Africa, Saudi Arabia, Belgium, France and the United States.

Boy stokers, MEA apprentices, members of the WRNS and past staff all featured on the guest list, with a spread right

### Silent courtship

THE only husband and wife at the reunion who were both stationed in HMS Caledonia were Ken and Marjorie Tucker from Derby.

Ken was an apprentice and Marjorie a Wren when they met there in 1949 and they recalled how the regulations prevented them from talking to each other within the Caledonia confines. So most of their courting had to be done in Limekilns, a village a few miles away on the edge of the Firth of Forth.

Another couple with romantic memories of Caledonia are Ron and Christine Bailey, who came to the reunion from New Zealand. Ron was an RNZN apprentice training in Caledonia during 1957-59 when he met his future wife, then a nurse at Dunfermline and West Fife Hospital. The visit to the UK and the reunion comes during their silver wedding anniversary year.

across the 47 years of Caledonia's existence. Nearly 30 ships of the present Fleet and many shore establishments were represented.

Many ex-captains of the establishment, and four ex-apprentices who attained flag

rank, were among the special guests.

In the afternoon there were ceremonial divisions, with the salute taken by ex-Caledonian Rear-Admiral J. C. Warsop, Flag Officer Portsmouth and former Port Admiral Rosyth.

Later the present captain of Caledonia (Capt. A. E. Sturgeon) presented Admiral Warsop with a memento of the occasion — a cannon made in Caledonia.

### Band

Following divisions there were static displays to tour and a programme which included the Caledonia High Box Display Team and the Volunteer Band. The evening programme included Ceremonial Sunset following a reunion march-past at which the salute was taken by an ex-captain of Caledonia, Vice-Admiral Sir George Raper.

On Sunday August 5 a reunion service was held in the church of St Nicholas, conducted by the Chaplain of the Fleet (the Ven. Noel Jones).

When HMS Caledonia closes its doors for the last time in December 1985, the buildings and land will be distributed between HMS Cochrane and Rosyth Dockyard.

HM ships Eastbourne (right) and Duncan, the last harbour training ships attached to HMS Caledonia. They completed their duties in March and their fate is still being considered.

The last apprentices will move south to the new artificer training facility in HMS Sultan, Gosport.

There have been four previous Caledonias — all ships — counting the ex-Majestic. Moored in the basin of Rosyth dockyard, the old liner was used by the Navy from 1937-39 as a temporary training facility for artificer apprentices and boy seamen.

The present establishment was built in 1939 on a hill overlooking Rosyth Dockyard with the task of training artificer apprentices.

### Role

Recent role of the establishment has been to train, over a period of three years, Marine Engineering artificer apprentices of the ML and EL specialisation for service in surface ships and submarines.

This tuition involves many elements, such as craft, technical, academic, naval general, sport, leadership and time at sea on board the harbour and Dartmouth Training Squadron ships.

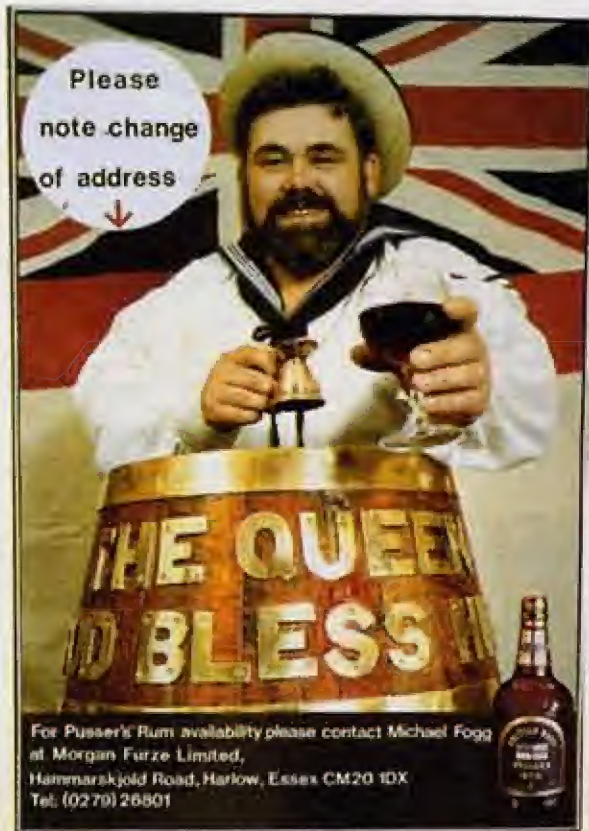
Among special guests at the reunion were four ex-Caledonia apprentices who achieved flag rank: Rear-Admiral J. C. Warsop; Rear-Admiral J. Burgess, Managing Director, Rosyth Dockyard; Rear-Admiral H. L. O. Thompson, Director-General Surface Ships; and Rear-Admiral M. H. Griffin, now retired from the Navy.



If you have a barrel and a hill, it seems natural to get it to the top! Well, natural or not, that is one of the "resource and initiative" training tasks for artificer apprentices at HMS Caledonia. Actual title of this bit of sweat is "recovery of a barrel in a gorge."



Looks as complicated as all those dials in the cockpit of an airliner, but A/LMEA Polly Pollard and A/LMEA Mac Lisle are quite at home working through the pre-start checks on a turbine alternator fitted to Y100, Y136 and Y160 Leander class frigates. It forms part of their training at Caledonia.



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# Long, hot summer for mine ships

OPERATING far from home this summer as they exercised in the Mediterranean set a variety of problems for a small task group of Royal Navy MCM vessels.

As their Med. duties continued, before it was decided that the group should head for mine clearance work in the Middle East, the maintenance and general repair of the ships so far from home taxed the skills — and often the ingenuity — of the men. But the jobs were always successfully completed.

The group, with its own specially-converted support ship, had been exercising in various parts of the Med. since mid-April, having sailed from the UK at seven days' notice.

## Support ship

The ships — two from the Second MCM Squadron in Portsmouth and two from the Rosyth-based Third MCM Squadron — had been due to take part in Med. exercises in May, but the ships' deployment was brought forward so that they could also be more readily available to assist in the Middle East should it become necessary.

The ships were HMS Brinton and HMS Gavinton from Rosyth and HMS Wilton and HMS Kirkliston from Portsmouth. The support ships was the Oil Endeavour, taken up from trade and converted at Rosyth naval base in a round-the-clock exercise to equip her to support the four small ships in their long, hot deployment.

Before the ships later headed for the Suez area, HMS Bossington joined them. The Wilton which gave leave was rejoining later.

## Stood up well

Commander of the group from April was Cdr. Bob White, who was relieved temporarily by Cdr. John Porter, with Cdr. Tony Chilton taking over in late August.

The 30-year-old ships have stood up remarkably well to the strains of such a long deployment — though the air conditioning sometimes proved not wholly effective in the extreme heat. Many summer nights have seen the upper decks strewn with bodies in sleeping bags.

Cdr. White was delighted with the standard achieved by the ships during their exercising. "We have basically had the task of practising techniques of working together as one unit," he said.

Deep wire sweeping and deep diving practice have been important aspects of

## Med, then Suez



No, that's not the latest fashion in Mediterranean headgear — just a classical pillar that wanted to get into the picture behind Lieut.-Cdr. John Arrow. Taking a break ashore from Med. MCM duties with him are Lieut. Stuart McAlear, RO Alan Blakeman, AB Mick Holden and AB Diver Andrew Newbon.

examples of work undertaken "in situ."

"We also had a winch which needed some new parts," said Lieut.-Cdr. John Arrow, staff operations officer based in the Oil Endeavour, "and this meant we had to do our own machining and cutting, using the defective parts as the patterns."

On the leisure side, there had been ample opportunity for water sports... while ashore in Cyprus there was even an attempt to form an RN team to play Army Cavalry officers at polo. But after a few early morning practices, it was decided to abandon the idea!

the exercises, and he believes that an extremely high level of international co-operation in minewarfare was achieved.

Other nations which took part in the early summer manoeuvres were Turkey, France, Greece and Italy. For some of the time, HM ships Sheraton and Maxton from Rosyth also joined in.

Although the deployment has given the ships' companies an unusual oppor-

tunity for men serving in small ships to do some "island-hopping" in the sun in places like Cyprus, Crete and Corfu, the months since April have been a testing time for them.

Painting and general maintenance has often been done at sea, while repair work on sonar equipment, and the changing of an active rudder in the Gavinton, are just two

when the Galatea sailed to the Mediterranean to join the NATO On Call Force, and on June 15, when the ship returned to the UK, Lieut. O'Riordan flew the ship's Wasp helicopter to Radley College.

## CHARITY CHEQUE

He was met by the Warden, masters and boys who applauded as he landed on the playing fields in front of the college.

Two weeks after Mike's flying visit, the ship received a cheque for £102 from the boys of "E" Social towards her special charity, Hessewood Orphanage in Hull, the ship's affiliated town. Eight boys and masters visited the ship in late July, a diving expedition for the school's sub aqua club is being considered, and it is planned to embark some boys for passage to Hull in October.



ABOVE: Two of the ships provide the background for this group of sailors from the MCMs which have been operating in the Mediterranean. Pictured are ABs Anthony Tromlins, Derek Jack, Willie Hewitt and Graham Turnbull, and Cook Alan Kay, all from HMS Gavinton.

LEFT: The support ship Oil Endeavour, which has been operating in the Med. and Suez areas with Royal Navy MCM vessels. Built by the French as a trawler around 1960, the Oil Endeavour was used more recently in the North Sea for diving operations before her conversion to support ship for the MCM vessels. She now has a mobile degaussing range and decompression chamber on the upper deck, an MCM Ops. room, a 40/60 gun, and stores space. Much of the accommodation has been achieved by fitting Portakabins on the deck.

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NN9/84

## GALATEA'S OLD SCHOOL TIES

ON JOINING HMS Galatea as flight commander, Lieut. Mike O'Riordan was delighted to find the ship had a close affiliation with his old school, Radley College. To ensure a strong link, he took on the duties of Radley liaison officer.

Two Radleians joined the frigate for passage from Devonport to Gibraltar



# How to save energy and be a winner

LEAGUE TABLES are to be introduced into the Royal Navy, but the competition is a serious "sport" — to rank all establishments in order of performance in saving energy.

An announcement states that current expenditure on energy consumed in Fleet and civilian shore establishments, including HM dockyards and naval bases, is about £65 million per annum.

It has been estimated that these energy costs could be reduced by 25 per cent by sound investment in a wide variety of proven energy-saving schemes, which over a period of five years would result in a cumulative saving of £3m.

In order to implement these measures, the Energy Conservation Unit, hitherto responsible to the Chief Executive Dockyards, has been transferred to the Director of Quartering, and retitled the Navy Department Energy Efficiency Office.

This office is responsible to the Director of Quartering for ensuring through the naval command structure that energy is used as efficiently as possible by all establishments.

## ACCOUNTABLE

At establishment level, all commanding officers and heads of establishments are to be accountable for energy usage, and will be required to employ an Energy Efficiency Officer who will be responsible for the

## GET WISE ON DCIs

recording and reporting of energy consumption, and for identifying and monitoring energy-saving investment programmes.

Arrangements are being made for a five-year programme to fund enhanced investment in energy efficiency measures.

As energy surveys are completed, energy consumption targets that take into account the type and usage of each metered facility will be calculated and published.

In addition, D of Q will publish a league table twice yearly which will rank all establishments in order of performance.

DCI (RN) 291

## Records move

MDG(N) Naval Medical Records section has been moved from HMS Centurion to the Royal Naval Hospital, Haslar.

DCI (RN) 268



## New AEW squadron forming

DURING the Falklands war an AEW variant of the Sea King helicopter was developed using Searchwater radar fitted to modified Sea King aircraft of 824 Squadron.

Resulting from decisions to increase the early warning protection to the Fleet, 824 Squadron D Flight will reform as 849 Squadron in November.

The headquarters element of 849 Squadron (two aircraft) will form at RN air station Culdrose on November 1, with additional aircraft arriving in 1985 and the spring of 1986.

DCI (RN) 289

● Officers wishing to attend the commissioning of 849 NAS on the morning of November 9, and/or an 849 reunion that evening, should write to the Staff Officer, 824 NAS D Flight, RNAS Culdrose, Helston, Cornwall.

## ☆ A blow to the NOSE

THE Naval Ordnance Services Establishment, Sheffield, is to be closed, and some of the work relocated. One effect will be that all production and repair of jigs and gauges will be carried out by private industry.

The calibration of mechanical standards and gauges will be undertaken at a centre to be established at the Royal Naval Stores Depot Copenacre.

DCI (RN) 277

## ☆ History prize entries praised

ALL FOUR entries in the 1983 Naval History prize competition were of high quality. The adjudicator listed them as follows — 1, Lieut.-Cdr. M. R. Brady (£200 and medal); 2, Lieut.-Cdr. I. R. E. Pike (£120); 3, Lieut. T. E. Thornton (£80). They all received certificates of merit, as did the other entrant, Lieut. D. A. Humphrey.

DCI (RN) 269

## ☆ Weather satellite

WEATHER Satellite Receiving Outfit REE(2), which receives and records cloud cover weather image data from orbiting satellites is to be introduced into service with the Royal Navy.

DCI (RN) 294

## ☆ Hooper Prize winners

TWELVE entries were received for the 1983 Lieut.-Cdr. Hooper Prize competition, the winners being — 1, Wren RO1 T. G. Weir (80); 2, LWTR M. McLaren (£50); 3, LWren WTR(P) E. D. Spencer, WEA APP M. J. Fowler, and Wren WTR(G) S. M. McLaughlin (£20 each).

DCI (RN) 280

## Tamar stores to cope with new ship class

THE STORES organisation in HMS Tamar, Hong Kong, has been rationalised and reorganised in order to cope with the spares requirements of the five new patrol craft due to enter service in the colony.

The new Peacock-class patrol craft have a significant element of foreign equipment, not used

anywhere else in the RN, and the necessary spares will be stocked only in Hong Kong.

In order to reflect increased local responsibilities the post of Supply and Transport Officer (Naval) has been re-established as a dual post of STO(N) and Deputy Base Supply Officer (Stores).

DCI (RN) 274

## ☆ Fleet Chief SD chance

MORE Fleet Chiefs are to get the opportunity for promotion to temporary sub-lieutenant on the Special Duties List in order to meet specific shortages. Selections will take place in December this year for promotion in 1985.

Applications are sought from Fleet Chiefs (date of birth between April 22, 1940, and October 14, 1942) in the following categories: FCSEA and FCWTR; FCMEAs of all trades, both general and submarine; FCWEAs of all trades, both general and submarine; and FCAEA of all trades.

Temporary SD officers will not be eligible for transfer to the permanent SD List.

DCI (RN) 260

## ☆ Canteen Committee

IN AN announcement giving arrangements for the 125th meeting of the Headquarters Naval Canteen Committee in November, it is noted that the 124th meeting was cancelled as the one item raised for the agenda was covered in matters arising from the minutes of the previous meeting, and could therefore be dealt with by letter.

Items for the 125th agenda have to be in by October 1.

DIC (RN) 279



### It'll cost more to get out

EARLY release of recruits from the Royal Navy is going to cost more.

An announcement says that the standard charge payable by RN and RM recruits aged 17½ and over claiming their discharge under the Premature Voluntary Release (Recruit) Scheme has been increased from £80 to £85 from July 1, 1984.

The charge payable by male recruits will be further increased to £90 from November 1, 1984.

DCI (RN) 290

'Stand and deliver!'

## Try the Red Duster

AN announcement gives a reminder of the arrangements for naval officers to undertake voyages in Merchant Navy vessels.

The aim is to give naval officers experience of day-to-day work and point of view of the Merchant Navy; to foster good relations between the two services; and to encourage an interest among Merchant Navy masters and officers in defence matters.

DCI (RN) 276



## HUNT JOINS FOLD

HMS CHIDDINGFOLD, sixth of the Royal Navy's Hunt-class mine countermeasures vessels, was handed over to the Navy on July 18, well ahead of the contract delivery date.

Her builders, Vosper Thornycroft at Woolston, have reduced the construction time from 4½ years for first-of-class HMS Bracon to 28½ months for the Chiddingfold.

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# PEOPLE *in the* NEWS

## Class tells in East-West confrontation

NEVER issue a challenge after splicing the mainbrace! That was a lesson learned by Mid. Matthew Eastlake when he challenged his commanding officer, Lieut.-Cdr. Brian Westlake, to a race.

Venue for the Eastlake-Westlake confrontation was an 80-metre stretch in front of the Syncrolift at Rosyth, where their ship, HMS Lindisfarne, is on the stocks for repairs.

Little did the young Eastlake (a mere 20-year-old) know that his captain (an ancient mariner of 39!) used to be a sprinter, and still keeps his hand in with squash and long distance running. The result was that Lieut.-Cdr. Westlake romped home by three lengths.

Offered a rematch, young Eastlake decided to hold off until he's a bit fitter.

### Electronic wizard

AB Nigel Porter of HM submarine Resolution has won the 1984 electronic warfare com-



AB Nigel Porter

petition, a test of skill open to submariners from the Royal Navy and Commonwealth navies.

Nigel was presented with Flag Officer Submarine's Special Presentation Trophy by the commanding officer of the Resolution, Cdr. Nick Crews.

### Gedge Medal winner

Lieut. Simon Hegarty has been presented with the Gedge Medal, which is awarded each year to the most outstanding Supply Officer under training. On completion of his course in HMS Raleigh, Simon joined HMS Birmingham as captain's secretary.

### Greetings from Whitby

When LWTR David Hunter of Whitby was due for a tour of duty with RFA Fort Grange in the South Atlantic, the Mayor of Whitby, Mrs. Dorothy Clegg, asked him to deliver a letter to the leading citizen of Whitby's twin town, Port Stanley in the Falkland Islands.

David, who is with A Flight, 826 Naval Air Squadron, duly handed over the letter and some local press cuttings to Sir Rex Hunt, Civil Commissioner of the Falkland Islands.

### Appointers appointed

Changes of appointment are a regular part of naval life, but a recent London event marked the departure from the Naval Secretary's department of three of the four Directors of Naval Officers Appointments.

Rear-Admiral W. R. S. Thomas, the Naval Secretary, and all his uniformed staff attended a dinner on board HMS President to honour the departure of the trio of Appointers. They were DNOA(SW), Capt D. F. C. Clayton; DNOA(E), Capt J. A. Stephenson; and DNOA(X) Capt N. R. D. King, who only hours earlier had learnt of his forthcoming promotion to rear-admiral.

### Jeannie's birthday

Mrs. Jeannie Holmes was 75 on July 24, and her birthday was celebrated in style at the RN Submarine Museum, Gosport, where she has done voluntary work for the past five years.

Her late husband, AB Fred Holmes, served in submarines for ten years, seeing action in the Proteus, Parthian and Sealion.

Museum staff organised a party, during which she was attended in a cake-cutting ceremony by the director of the museum, Cdr. Richard Compton-Hall and Lieut. Micky Budd, who is responsible for display.

### It must be Rhyl gold!

Two sailors from Rhyl, both now serving in HMS Collingwood, have been presented with Duke of Edinburgh gold awards. They are WEM Stephen Underhill and WEM Martin Skelly.

Both 17-year-olds served in the same Sea Cadet unit, TS Rhyl, both earned their Duke of Edinburgh awards at the same time, and both joined the Royal Navy on the same day.



On your marks ... Lieut.-Cdr. Brian Westlake (left) and Mid. Matthew Eastlake prepare to race in front of their ship, HMS Lindisfarne.

Picture: LA(Phot) Jon Garthwaite

### Euryalus welcome

There was a warm welcome in HMS Euryalus for Mr. Joe Grima of Malta when he visited the ship while on holiday in the United Kingdom. Joe served as gunroom steward in the Second World War cruiser Euryalus.

After looking over the new Euryalus, he was presented with a ship's badge and photograph by Lieut.-Cdr. Mike Beckett and POSTD Billy Kincaid.



Lieut.-Cdr. Peter Drummond

### Exemplary service

Lieut.-Cdr. Peter Drummond RN has been presented with a commendation certificate for exemplary service during a two-year exchange with the Royal Australian Navy. He was based at the Australian Joint Anti-Submarine School in New South Wales, and is now posted to the staff of Flag Officer Scotland and Northern Ireland.

## Lambeth laugh!

A HAPPY moment at Lambeth Palace between (left to right) the Second Sea Lord, Vice-Admiral Sir Simon Cassels; the Archbishop of Canterbury, Dr. Robert Runcie; and the new Chaplain of the Fleet, the Venerable Noel Jones. The occasion was the formal presentation of the Chaplain of the Fleet by the Second Sea Lord to be collated as Archdeacon to the Royal Navy.

### The real Wilf ...

Following our piece about Wilf a few months ago, John Pooley, now a Coastguard officer in Norfolk, has written to fill in a few details about the dummy who shot to fame through the BBC TV "Sailor" programme.

Mentioning that he was, and still is, the owner of Wilf — as seen again in the programme "Sailor — Eight Years On," John proudly adds, "It was my idea, voice, wit and humour that made Wilf so popular with the lads in the Ark."

Although there was a coincidence of names, the dummy was not in fact named after Capt. (now Rear-Admiral) Wilf

Graham, the then commanding officer of HMS Ark Royal, says John, "The name was already given to the dummy before I joined the ship."



LWTR David Hunter (right) from Whitby with Sir Rex Hunt.

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## Brits fete Lowestoft in 'Monte'

FOLLOWING extended DED in the spring, HMS Lowestoft carried out sea training at Portland and then headed for Gibraltar and three weeks' ASW exercises with the US Navy.

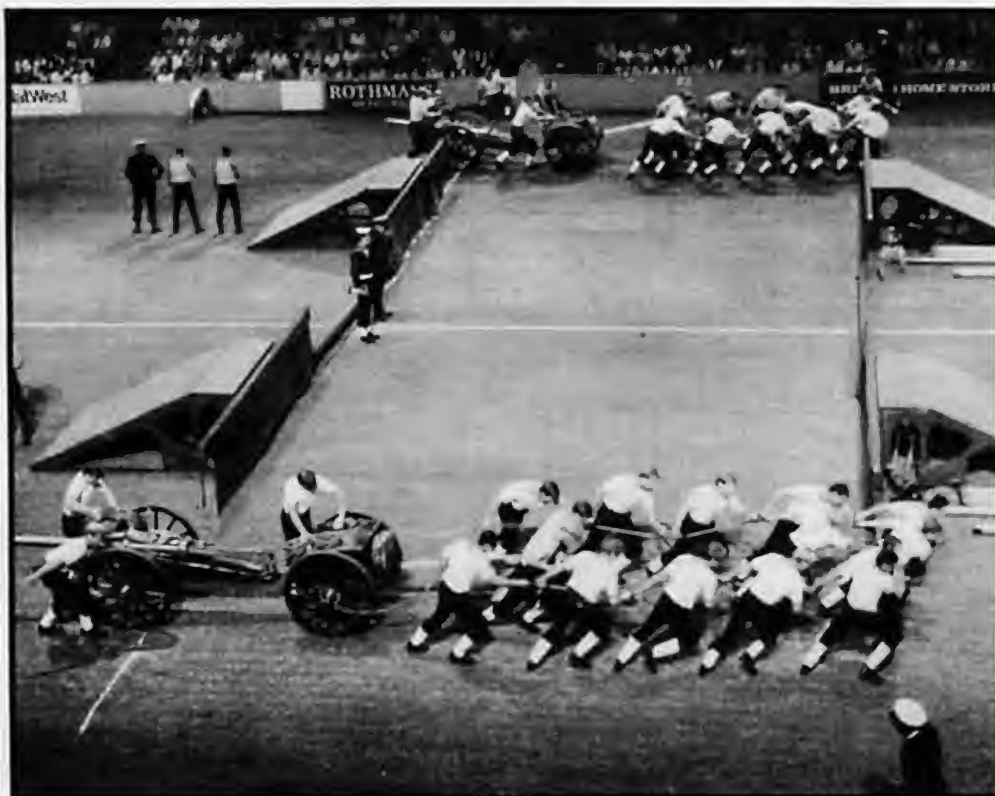
The weather lived up to expectations for a four-day visit to Monte Carlo, where there was much hospitality from the British community.

Back in the UK the Lowestoft paid her first visit to her "home town" of Lowestoft since 1979. There was a sporting and social programme and, though restricted depth of water in the harbour meant the Lowestoft had to anchor about a mile offshore, nearly 2,000 people went out by boat to tour the ship.

Later there was a families day off Portsmouth, including an air display and a light jackstay transfer with HMS Challenger.

The 23-year-old frigate is to start refit later in the year and is now due to run on for some time, continuing her pioneering work in the world of passive towed array sonar.

## POMPEY TRIUMPH IN GUN RUN



PORTSMOUTH came out tops at this year's Field Gun competition at the Royal Tournament, finishing level in the Inter-Command Points Cup and winning three other trophies.

Final points and aggregate times after 16 runs were: Portsmouth 26 points, 44 min. 51.0 sec.; Fleet Air Arm, 26 points, 45 min. 30.3 sec.; Devonport, 19 points, 46 min. 59.8 sec.

On the toss of a coin, Portsmouth — who set two new records during the tournament — are holding the Points Cup for the first six months.

The contest had an exciting finale after Portsmouth beat Devonport on the Saturday afternoon to draw level with Air. Then they had to watch — and hope — as Air met

Devonport in the final run.

Devonport, last year's winners, staged a fine performance to prevent Air nosing ahead to an outright win.

The other trophies won by Portsmouth were the Fastest Time cup — they set a record of 2 min 40.6 sec — the Aggregate Time cup, and the Britvic Cup for least number of penalty points.

### MARCHES

Later the Portsmouth team marched through the streets of Portsmouth with their trophies to receive civic congratulations at the Guildhall. Meanwhile Fleet Air Arm were congratulated on their success when HMS Daedalus marched to exercise its right of Honorary Freedom of Gosport.

In the "B" crews contest Air won the Copenhagen Cup for best aggregate time.

As host Service at this year's Royal Tournament the Royal Navy provided many popular events, including Display Team, "A Day in the Royal Navy," and Massed Bands of the Royal Marines. Included were exciting simulated missile firings.

Start of one of the gun runs at Earls Court, with Fleet Air Arm nearest the camera and Portsmouth behind.

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SYMBOL SWEATERS

## Greek heroes...

FOUR members of a Wessex helicopter Search and Rescue team have received medals from the Greek Government for their part in saving the crew of the Greek vessel Skopelos, wrecked off Cornwall in December 1979.

Surg. Lieut.-Cdr. Peter Waugh, now serving at Seaford Park, received the Greek Maritime Gold Medal from the Greek Ambassador in London. POACMN(D) Wally Wallace, who was lowered on to the deck of the freighter to help seamen into the rescue strop, was awarded the Greek National Medal for Bravery (First Class).

Their 771 Squadron Wessex was scrambled from RN air station Culdrose to assist the Skopelos off Padstow in winds gusting to 110 knots. Five of the crew were rescued by the Wessex, and the other ten by Royal Air Force helicopters, just before the freighter was wrecked.

The Wessex pilot, Lieut. Jerry Grayson, who subsequently left the Royal Navy, also received a medal, as did German Navy aircrewman Wodack Detler, then on exchange with 771 Squadron. The two RAF crews also received bravery medals.

### Commendations

Three ratings who were in a Wessex V helicopter which crashed in deep snow at Setermoen in Norway last December have received commendations from Flag Officer Naval Air Command.

POMA Dick Werren, STD

### BRAVERY AWARDS

Keith Jewell and POAEM David Julian were all either injured or badly shocked in the crash, yet between them hauled the badly injured pilot and aircrewman from the shattered fuselage and helped the other survivors.

AB Mark Smith of HMS Upton risked being crushed between a boat and the harbour wall at Peterhead when he dived into the freezing water to help a man floating in the water.

While he was attempting to reach the man, AB Peter Underwood, also of the Upton,

wedged himself between the fishing boat and the harbour wall to prevent rescuer and victim being crushed.

Although they succeeded in getting the man out of the water, he was found to be dead on arrival at hospital. Both AB Smith and AB Underwood have received commendations from Flag Officer Scotland and Northern Ireland.

MEM(L)2 Paul Roberts of HMS Nottingham has been awarded a Commander-in-Chief Fleet's commendation for his efforts to save a drowning shipmate near the port of Leixoes, Portugal, last October.

A number of ratings were swept out to sea while swimming from the beach, and MEM Roberts stayed with one of them until he was himself on the point of exhaustion.

### APPOINTMENTS

## New MOD staff line-up

SENIOR staff, both Service and civilian, have been selected to fill key appointments in the new central MOD organisation outlined in July and which includes formation of a new Defence Staff and an Office of Management and Budget.

The new appointments, to come into effect from January 2, involve a number of Royal Navy officers of flag rank.

Vice-Chief of Defence Staff will be Air Marshal Sir Peter Harding in the rank of Air Chief Marshal. Among four Deputies will be Rear-Admiral Sir John Woodward, who is promoted vice-admiral in September and becomes Deputy Chief of Defence Staff (Commitments). Admiral Woodward, who commanded the South Atlantic

Task Groups in the 1982 conflict, later became Flag Officer Submarines.

In the new Defence Staff's Commitments Area Rear-Admiral A. J. Richmond becomes Assistant Chief of Defence Staff (Logistics/Policy and Plans.)

Capt. J. B. Kerr, whose most recent appointment has been in command of HMS Illustrious, is to be Assistant Chief of Defence Staff (Sea Systems) in the rank of rear-admiral.

In the Policy Area, Rear-Admiral J. J. R. Oswald becomes Assistant Chief of Defence Staff (Policy and Nuclear).

Capt. T. M. Bevan, whose most recent appointment has been as Captain BRNC Dartmouth, becomes Assistant Chief of Defence Staff (Intelligence) in the rank of rear-admiral.

## RNBT PRESIDENT

NEW President of the Royal Naval Benevolent Trust is to be Vice-Admiral Sir James Kennon, formerly Chief of Fleet Support and Member of the Admiralty Board. This month he succeeds Vice-Admiral Sir John Roxburgh, President for the past six years.

Admiral Kennon, who joined the Navy in 1943,

served in many ship and shore appointments, his ships including HM ships Bermuda, Vigo, Barfleur, Scott and Kent. He served on the staffs of Admiral of the Fleet Earl Mountbatten on several occasions and in 1971 was Secretary to the First Sea Lord (then Admiral Sir Michael Pollock).

His other appointments have included Captain of HMS Pembroke and Port Admiral Rosyth.



Vice-Admiral Kennon

### NAVAL POLICY POST

REAR-ADMIRAL J. J. Black becomes Assistant Chief of Naval Staff (Policy) in October. He commanded HMS Invincible during the Falklands conflict and more recently has been Flag Officer First Flotilla.

Other appointments recently announced include:

Commodore D. F. Watts, Staff of CINCPACFLT January and CO RN Element (as Commodore).

Capt. J. L. Weatherall, Ark Royal as senior officer March 26 and in command on acceptance.

Capt. D. I. Rhodes, Gloucester as senior officer October 9 and in command on acceptance.

Cdr. P. Branscombe, Swiftsure November 27 and in command.

Cdr. J. J. Tall, Churchill in command, December 4.

Lieut.-Cdr. R. A. Speller, CNSA for Swift (Building) November 6 and in command on commissioning for trials and service.

Lieut.-Cdr. R. A. W. Peck, Sealion November 27 and in command.

Lieut. M. St. C. Armitage, Sheraton in command, October 30.

Lieut. S. E. Gaskin, Cygnet October 16 and in command.

Lieut. M. B. Avery, Odin August 13 in command.

Lieut. S. C. Jermy, Upton December 11 and as commanding officer.

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## A PAGE FOR FAMILIES

# Anger over an altered altar date

FROM a "pen pal" correspondence which started with an entry in Navy News, romance blossomed for a young lady from Scotland who planned a white wedding to her sailor fiancé.

But the date fixed was 12 months or more ahead — and in the way that these things can

happen in naval life — the bridegroom found a change of programme meant he would be away in his ship when he should have been at the altar.

"Doesn't the Navy understand that a wedding must be booked at least a year in advance?" inquired the incredulous potential bride in a letter telling us of deposits paid and a wedding dress "which will turn yellow if left in storage."

### PROBLEMS

She wondered if others embarking on naval matrimony were aware of the problems of entering into firm wedding day arrangements.

No doubt some are, and plenty will be able to tell stories of postponed and urgently brought forward weddings.

Anyway, let's hope it works out right. Like the song says, love will find a way...

## Rowner darts triumph

THE naval wives of Rowner Recreation Club A team gained the Doris Taylor Trophy by winning the knock-out competition of Gosport Ladies Darts League's third division.

It was a case of third time lucky, the team having twice previously been in the final. Team captain was Lyn Greensides.

## Keeping it in the family

Above left are AEM(M) Andy Wright (left), of HMS Glasgow, and brother LS(S) Dave Wright, of HMS Charybdis, who met up for the first time in 12 months when their ships were on Armilla Patrol. Dave lives with his wife and baby daughter in Plymouth and Andy lives at Portland.

The other picture shows two brothers who are both serving in the same ship, HMS Brazen. They are CA Peter-Wynn Williams and WEM Kevin Williams, together in Sunderland when the frigate paid a visit to the nearest port to her adopted county of Durham.



## Divorce group aims to help

EVERYONE knows about today's high divorce and separation rate. From the National Council for the Divorced and Separated we have received a letter mentioning that they have branches in many towns and that they aim to provide both practical advice and social contact.

"Just to get out, have a chat, go to a social evening in the company of those who understand may help mountainous problems to shrink," they say. "We are a non-profit making and voluntary organisation."

Anyone who would like more information should write (enclosing stamped addressed envelope) to Publicity Officer, NCDS, 18 Woodington Road, Sutton Coldfield, West Midlands, B75 7PY.

# YOU CAN'T BEAT THE JONESES!

HOW STRONG are the financial pressures on today's naval rating and his family? Are they greater or less than ten, 20 or 30 years ago? Do they differ much from those affecting people outside the Service? And how much does "keeping up with the Joneses" play in all this?

Total agreement on these questions is unlikely, but some people hold firm views. A few thoughts on the "Joneses" phenomenon — particularly on the question of house furnishing — were penned recently in a publication circulated among naval families in the Faslane area.

This is what a chief petty officer wrote:

"Casting my eye backwards the other day, I came to realise that the pressures on the newly-married naval rating are much greater than when I got married.

In the '60s naval pay was much lower than nowadays. We did not expect quite so much in the way of creature comforts in our homes. We couldn't afford it.

When the young couple visited neighbours who had been married for a few years, the chances were that the only furniture in the married quarter that was not Pusser's was a coffee table, lamp standard, ornaments, TV, the odd rug and a record player.

How different nowadays. Walk into almost any married quarter, even the furnished married quarters, and it is hard

sometimes to spot anything that is Pusser's. All the Pusser's furniture is up in the attic!

At the end of the evening the couple go back to their newly-acquired quarter and look at it with new eyes.

It is at this point that today's young couple decide to "ditch" Pusser's furniture and get their own. It is also at this point that many young couples make their greatest mistake — trying to move too fast in the refurnishing of their quarter. It takes years, not months.

### ALL MINE

After about four years of marriage — and saving throughout — it came to the time for us to move into a house of our own. So the task of furnishing a home from scratch began. Some furniture was bought new; some was bought secondhand from the salerooms. But because of saving first I was able to look at the pile of furniture and say to myself, "It's all mine and I don't owe anybody a damn thing."

It is far too easy in today's world to fall into the credit trap. Firms and shops fall over themselves to give you credit. It doesn't seem too much. Only £10 a month and you can buy this article. But the next article also costs £10 a month...

All too soon you get to the state where income equals £400 a month; expenditure on credit equals £400 a month. Don't laugh, it happens all too frequently. Not just with naval families, but with the population as a whole.

What a young married couple must do, is to learn patience. Work to a long term plan, not a short term one. Work out how much you can afford to save each month and put in into a building society to earn some interest.

Once you get into the habit of saving a regular amount, you don't miss it, and sooner than you would think that money is enough to buy what you need.

### FOUNDERED

Remember, chances are that you will be married for between 40 and 60 years. Too many marriages have foundered early on because of debts. Don't let it happen to you."

● Hire purchase addicts may not agree with all of that, but many will think that the chief's comments contain a great deal of wisdom. The views were expressed in an informative and useful magazine produced quarterly from the Clyde Base SAFAB, edited by MT1 Ian Buick.

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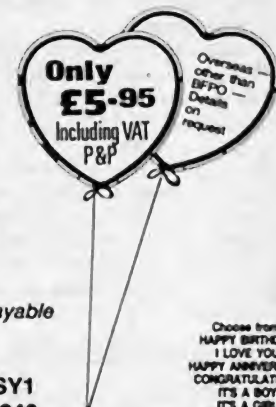
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**Navy News**

No. 362 31st year

Editorial and business office:

HMS Nelson

Portsmouth.

Telephones:

Portsmouth 822351

exts. 24194 and 24163

(editorial)

ext. 24226 (business).

GPO line:

Portsmouth 826040

Editor:

John Tucker

Deputy Editor:

Chris Horrocks

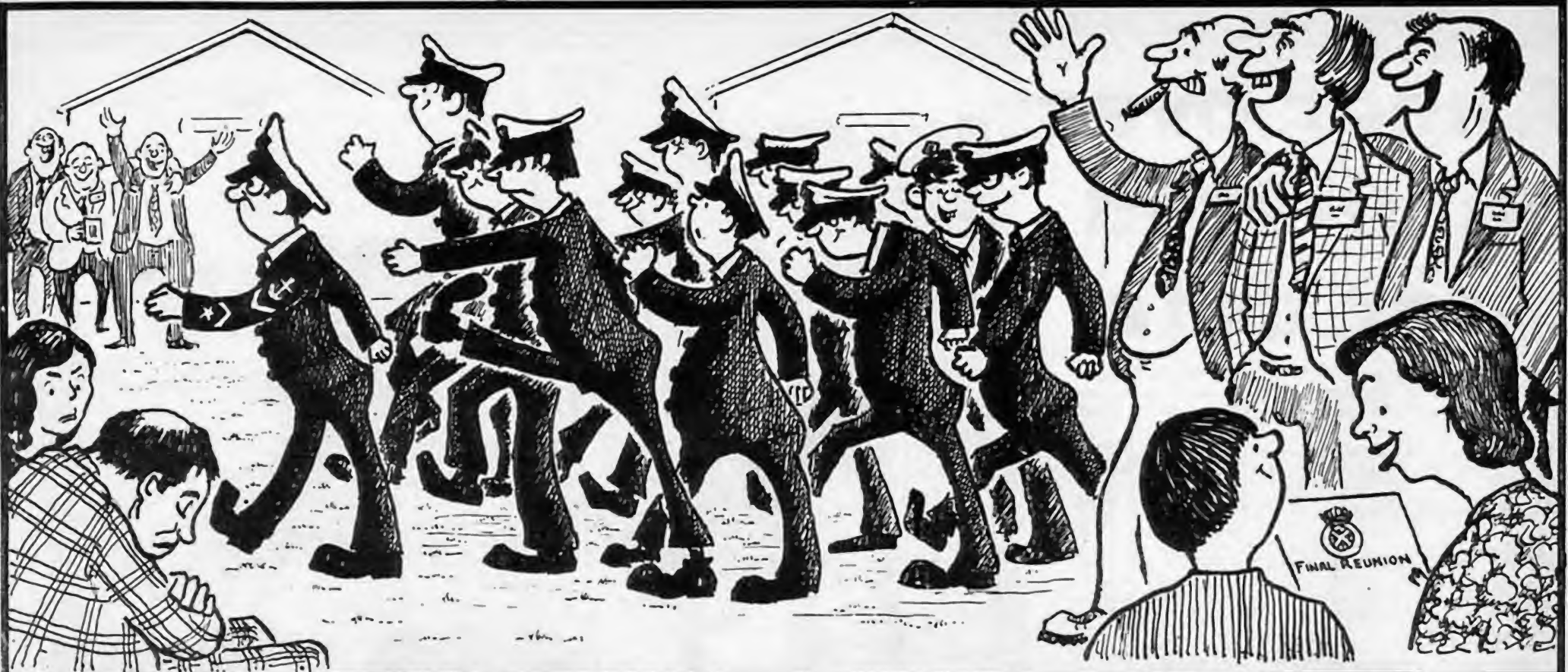
Assistant Editors:

John Elliott, Joan Kelly

Business Manager:

Miss Maureen Brown





Smiles

"If these Divisions look funny wait till your Dad and his mates do their Reunion March Past, darling!"

## NEWSVIEW

### 'Loan raider' Tax man

ATTEMPTING to gauge the significance of changes in pay, allowances and tax in a tri-Service context is not always simple. At first reading the front-page item about loans under the Navy's Long Service Advance of Pay scheme may seem one of those things which perplex.

Interest-free loans to help house purchase have been of enormous benefit — possibly as much to the Ministry of Defence as to individual Service people. No fewer than 13,500 personnel are currently taking advantage of the naval scheme which, quite apart from helping families towards the invaluable asset of their own homes, must have eased pressure for married quarters in no small measure. Empty quarters which can be sold off no longer have to be maintained and replaced at public cost.

#### May be few

Quite likely the numbers affected by the new tax rules will be small, although no one can be sure at present. Ratings with mortgages of £30,000 and more may not be unique in today's housing market, particularly where there are working wives.

A question which existing loan-holders — and prospective ones — may be asking, whatever number is now affected, is whether financial ceilings could change and more people be brought into the net. They may also feel that tax back-payment for more than a year is not a welcome method of extraction for people whose every penny of income is known for tax purposes — rather different from some sections of the community outside.

LSAP for those who want it makes solid sense in a situation where Service personnel can be moved around the country and overseas at will and the MOD has an obligation to house them. Anything which lessens that vast cost must be welcome. So how ironic if the changes increase pressure for quarters at a time when improvements to the LSAP itself would be welcome, including updating of maximum advance figure.

#### Easing burden

If the Services choose more and more to house themselves and ease the burden on the taxpayer, might it not have been prudent to allow this welcome development to expand without tax intrusion?

Those now taxed on their "beneficial loans" will doubtless still find LSAP an advantage. If they have to be significantly taxed that would be regarded as a blow to a popular and worthy ideal. If the tax return is to be minute, then why bother?

# Why we need a Navy

HOW many barrels of rum were on board HMS Barham when she blew up? And are Wrens allowed to buy their own knickers?

Those understandably puzzled about who might ask questions like that might well find the answer by consulting members of the Royal Navy Presentation Team. While not exactly typical of questions which come the team's way, dealing with them is all in a day's work for its members as they tour the country explaining the need for the Royal Navy. In fact, the questions often show a wide appreciation of the Service and the job it does.

The team's autumn 1984 tour starts early this month and involves a busy programme taking them far and wide to scores of venues in England, and crossing the borders into Scotland and Wales.

Formed in 1971, and essentially unchanged in its task since then, the RN Presentation Team aims to "foster understanding of the Service among the public by explaining, on behalf of the Admiralty Board, the need for, and the role of, the Royal Navy to audiences throughout the United Kingdom."

In the late '60s and early '70s, technological change and economic stringency were altering the time-honoured roles and areas of naval operations. The Royal Navy, through Polaris, had assumed the responsibility of maintaining the UK independent strategic deterrent; fixed-wing aircraft carriers were in the twilight of their careers; overseas commitments were reducing as our NATO role was enhanced; and modern gas turbine frigates and destroyers were beginning to enter service.

Such changes were necessary and expensive but was the end product not to be seen as "fewer bangs for more bucks?" To keep the taxpayer informed and maintain public confidence, the RNPT was formed to take the Royal Navy to the people, a task it has continued to perform, without a break, ever since.

#### Two teams

Some members of the public, however, have found this difficult to grasp, like the lady from Basildon who asked to be shown how to do the sailor's hornpipe, or the gentleman in charge of one venue who pointed the team in the direction of the gymnasium saying, "You can change into your tracksuits in there."

Over the years the means of making the presentation has changed little but has expanded into two teams: the first led by the Captain-in-Charge (CRNPT) and the second by his No 2, a commander. The travelling season begins in September each year and continues until the following Easter. Aiming at four or five presentations per team per week through-

out the UK, an audience of about 30,000 in total is achieved over the season.

In general the Captain directs his efforts at large civic and academic audiences, while the second team delivers the same presentation to a mix of industry, management, business groups and various speaking organisations. Particularly captive audiences have been achieved at Dartmoor and Maidstone in recent years.

#### 'Backroom' aid

The presentation itself lasts 50 minutes and includes about 25 minutes of film and commentary which outlines the need for the RN and also the threat posed to our national security and that of NATO. The ships, aircraft, equipment and personnel of the RN, WRNS, QARNNS and Royal Marines are illustrated on film and slide, and there is time for questions and discussion. Intention is to inform the audience, and not to recruit among them.

Much careful planning is needed to secure audiences which may range from 100-1,000 in a wide variety of venues, and in ensuring a professional naval presentation the team's "backroom" support is essential.

For the Service itself one important question is: Who finds themselves serving in this somewhat unusual public relations outfit? The Captain and Commander serve for one year, joining in early summer and leaving at the end of the tour season. Both are Seamen and this year Capt. James Weatherall and Cdr. David Russell joined directly from commanding the frigates HM ships Andromeda and Arethusa respectively.

Each road team contains one further officer, either a Third Officer WRNS or Lieutenant



"READY to go" are members of the RN Presentation Team (Captain's Team), led by Capt. James Weatherall. With him are MNE Richard Palmer (driver-assistant), Third Officer Lynn Dobson (slide operator), and LWEM(R) Michael



Steele (projectionist). The other picture shows Cdr. David Russell, Commander's Team leader.

Royal Marines, plus an additional Marine to support the Captain. Last, but certainly not least, an LWEM / WEM provides the expertise necessary to set up and work the impressive array of sound, lighting and film equipment carried by each team.

Back at "base camp" in St Christopher House, Southwark, there are two more officers, normally an Engineer of any specialisation and a Supply Officer with a supporting cast of a Fleet Chief Writer, one Leading Wren Writer and two Writers. Unlike the road teams, all base team members serve for two years to ensure continuity.

That is the basis of the RNPT. Those who wish to know more, or would like to attend a presentation — perhaps with their family — should contact the team's Staff Officer, Lieut-Cdr. Bruce Hunter-Inglis, at St Christopher House (01-928-7999, extension 4516) or write to: Royal Navy Presentation Team, room 2120, St Christopher House, Southwark Street, London SE1 0TD.



## Falklands Peace Patrol

**SOUTH GEORGIA visits were highlights of Falklands Peace Patrol for three warships due home soon at the end of duty down south — HM ships Exeter, Arrow and Andromeda.**

**A sad feature of recent duty in the South Atlantic winter has been the deaths of two men in RFA Olwen when she was struck by a freak wave. Four others were injured.**

# OLD MAST, NEW HOME

A SIX-FOOT length of wooden foremast from the fourth HMS Exeter, the eight-inch gun cruiser of River Plate fame, has been handed over to the authorities at Port Stanley.

The mast section, taken to the Falklands by the present HMS Exeter as a presentation from the City of Exeter, will make an important addition to a collection of historic items being built up there.

The fourth Exeter spent a considerable time in the Falklands in 1939 both before and after the Battle of River Plate.

Handing over the mast to the Falkland Islands Civil Commissioner (Sir Rex Hunt), Capt. George Tullis said that in pre-radar days the fourth Exeter was equipped with two tall wooden

masts to accommodate lookouts and aials. After the Battle of the River Plate she returned to Port Stanley where the wounded were treated and emergency repairs carried out.

On return to the UK the Exeter underwent a major refit and this included replacing the wooden masts with steel ones. Later the Exeter was sunk by the Japanese in the Far East.

The old wooden masts had been sent to the City of Exeter with first thoughts that they might be used in a memorial. However, in the 1950s they were incorporated into the balance beams of lock gates on the Exeter Ship Canal. Later the gates were replaced and now the City had offered the section of mast to Port Stanley.

The presentation was attended by many islanders who were in Port Stanley in 1939, as well as by a representative group from the present ship's company.

The Civil Commissioner said that friendships between the islanders and members of the ship's company of the fourth Exeter had continued to this day.

There was an exchange of Falklands and HMS Exeter badges between Sir Rex and Capt. Tullis, who had just handed over command of the present destroyer. The new commanding officer, Capt. John Tolhurst, was among those present.

When HMS Exeter visited South Georgia during her Falklands deployment, in company with RFA Olva, the Minister of State for the Armed Forces (Mr. John Stanley) spent some time embarked in each ship. Among those also present was Capt. M. F. Bird (SNOFI).

Ship's company and VIPs were able to get ashore in Grytviken and Leith for tobogganing and skiing and for a look round the abandoned whaling stations. A

service was held in the Grytviken church.

Later a memorial service was held in the Exeter close to the spot where HMS Sheffield sank. Among ship's company members attending were several who are Sheffield survivors.

When the Exeter was open to visitors more than 300 islanders made the boat trip to go aboard in two hours.

## Gib. Cup for fitness

COMPETING for the newly-purchased Gibraltar Cup helped towards fitness and inter-ships sports rivalry as several ships headed for South Atlantic duty.

Events at Gibraltar culminated in a tug-of-war on the jetty, won by HMS Ajax. But for overall performance HMS Broadsword became first winners of the cup, with 25 points.

Ajax were second with 24, with HMS Birmingham in third place with 23.

Competitions continued later by transfers of teams between ships.



A fishing competition was held by HMS Arrow in the icy surroundings of South Georgia. Here the judge, LPT Alfie Halford (right), sizes up LS(EW) Jock Kennan's haul.  
Picture: POMA George Bonner.

## Sailors 'join' the infantry

HMS ARROW reports a busy, demanding and rewarding deployment down south, despite lack of sun and the experience of encountering all four seasons in one day.

Naval gunfire support quickly became one of the important duties, with high success under the direction of a Royal Artillery spotter team. This team also worked hard to train the IS platoon and demolition team ashore based at an abandoned shepherd's house at Port San Carlos.

Various previously unknown tactics were practised, including Section attacks and map reading, it being reported that sailors make pretty good infantrymen when it comes to the crunch!

Early in the patrol a memorial service was held and wreaths laid over the wreck of HMS Ardent. In addition more than 80 members of the ship's company, together with many 21-Club members from other ships, attended a joint service for HMS Antelope and HMS Ardent at the Type 21 memorial on top of Campito Hill, which overlooks the resting place of both ships.

The Arrow struck up liaisons with a number of outlying establishments on West Falkland and some ship's company members went ashore for shooting, fishing and riding. The manager and others from the Chartres Settlement spent a day on board.

Greatest excursion ashore was by a team of eight, led by Lieut. John Troy and Surg.-Lieut. Graham Barker, who in five days "yomped" over 70 miles across West Falkland, including climbing Mount Robinson.

The visit to South Georgia "made" the deployment for everyone with its breathtaking scenery. Much exploration, and some sledging, took place and the ship's Lynx flew the newly-installed Coldstream Guards garrison commander around his domain. The British Antarctic Survey Team at Bird Island was also visited.

On passage home the frigate was relishing a spot of sun at Palm Beach, Florida.

## Sea King service



SEA KINGS of 826 Squadron A Flight are seen on duty in San Carlos Water, with HMS Andromeda and mv Scottish Eagle.

Completing their third tour in the Falklands in 21 months, the five Sea King HAS Mark Vs, and the officers and ratings, of A Flight have seen every season of the year and visited most, if indeed not all, of the settlements.

While the aircraft have changed a little — the first Seasearcher radars are on station — and some

of the original personnel have moved to more conventional squadrons, the spirit of the "Superstars" is as strong as ever, they report.

Sub-Lieut. Trevor Jones led a small team from San Carlos to Stanley in a three-day winter "yomp," and other initiative tests have taken place.

Meanwhile, the flight has continued to provide its service to ships on South Atlantic duty, recently having RFAs Fort Grange and Olva as parent ships.

## SIGNAL LADS HELP THEMSELVES

BUSY maintaining equipment (picture below right) are some of the personnel of one of the Navy's smallest, yet busiest, Communication Centres — RN Commcen Whalebone Cove in the Falklands.

The containerised Commcen, shipped to the Falklands at the end of the 1982 conflict, handles many thousands of signals a month to and from ships of the Task Force and STUFT.

Much self-help has gone into improving facilities for the small team of ROs and WEM(R)s who work there. This has included roofing-in the cabins to form one building, using re-cycled packing crates, and constructing a recreation area, galley and indoor toilet — something of a rarity for a Falklands outstation.

### SPORTING LINKS

A transmitter site has also been modified, enclosing the various cabins into one complex.

In off-duty periods the operators and maintainers have taken every opportunity to see the other Services at work. A thriving liaison with the RAF Hercules detachment has been maintained and flights on air-to-air refuelling sorties undertaken.

## Herald's South Georgia tasks

DURING HMS Herald's surveying tasks in South Georgia, her drivers have been re-laying a buoy marking the wreck of the Argentinian submarine Sante Fe.

In her survey work the ship and her two launches have covered about 150 square miles.

Before returning to the Falklands the Herald was visited by the Minister of State for the Armed Forces (Mr. John Stanley).

## Fishy deal with her namesake

IN THE South Atlantic HMS Andromeda has located her namesake — a Polish fishing vessel. A rendezvous was arranged in passing and the frigate went "fishing" with a few gifts, it being demonstrated how many suppers can be procured for a ship's crew!

During a wide range of South Atlantic duties, the Andromeda established contact with some of the remote settlements of the Falklands. "Escape" committees went ashore stocked with items welcomed by local inhabitants, particularly fresh fruit and onions.

There was celebration of the "South Atlantic Christmas," but

the highlight was a visit, with RFA Olva, to South Georgia, where several of the lads found they could not run as fast backwards with a camera as a fur seal going forwards.

On passage home the ship was looking forward to a visit to the United States — a "suitable carrot at the end of a hard summer's winter," as they put it.







Medical assistants take part in a casualty training exercise with the Medical Squadron, Royal Marines Commando Logistic Regiment. BELOW: The MA serving in hunter-killer and Polaris submarines is specially trained at the Institute of Naval Medicine, Haslar, in nuclear decontamination, radio chemistry and atmosphere control. Monitoring oxygen, carbon dioxide and the refrigerant gas freon takes on a new urgency in a submarine sealed beneath the waves. The MA with his portable apparatus maintains constant vigilance on the air his shipmates breathe. Here, MA Tony Patton samples for freon in the control room of HMS Swiftsure.



More than just a gym! The patients of the physiotherapy department at RN Hospital, Haslar, would certainly agree that their sessions on the mats are far more strenuous than any normal work-out. Re-training and restoring damaged legs can be a lengthy process requiring specialist exercises and treatment. MT3 Jack Nixon puts a number of patients through their paces in an "early" leg class. The department aims at all-round rehabilitation in which mental and social fitness play as important a part as physical recovery — part of complete patient care.



# WHAT'S UP

## Answer: 100 years of caring service

NELSON'S loblolly boys, portrayed in various paintings, were probably the earliest seagoing medics to come to the attention of the general public.

Earlier, in medieval times, sick and wounded seamen were looked after by religious establishments wherever they landed. After the Reformation, when ships became bigger, better organised and could stay at sea for longer periods, the sick and injured were treated by the ship's surgeon and his mate.

It was the loblolly boys — often old and inefficient seamen so called because of the bubbling of porridge or broth which they spooned to the sick — who attended to the basic necessities of life.

But the status of the loblolly boys gradually improved and some were allowed to compound the medicines with mortar and pestle.

The real nettle of naval medical care, however, was grasped in 1883 by Sir John Reid, the Medical Director General, who set up a committee which recommended the

THIS YEAR marks the centenaries of two vital elements of the Naval Medical Service — the Naval Nursing Sisters and the Sick Berth Attendants.

In those 100 years, great changes have occurred which were reflected in the 1960s with them being renamed medical technicians. The qualities shown by the Rear-Admiral Dudley Gurd to pay this tribute in the Medical Service in spring, 1982:

"I have often thought that were I compelled to make an arduous journey across an unknown continent, and of a companion, he would undoubtedly be a petty Branch."

This feature pays tribute to the man known as just plain "Doc" ...

recruitment of a properly uniformed and trained sick berth staff.

The Order in Council was signed by Queen Victoria on October 17, 1884, at about the same time as the first nursing sisters were being appointed to the RN hospitals at Gosport and Plymouth.

The first sick berth attendants were given a bare six months' training to learn dispensing, operating and post mortem procedures,

practical nursing training. The both cooking patients.

By 1911, extended orders to the increased time spent on dispensing practice continued until War.

RIGHT: Getting plastered at Plymouth! As well as serving personnel, Service dependants, dockyard workers and local civilians are also treated at the naval hospitals, particularly in the casualty departments. The experienced MA Ian Phillips gains in applying plaster splints in the Accident and Emergency Department at Stonehouse helps develop his skills in preparation for sea time.

CENTRE RIGHT: Medical lab work ashore can rely on highly sophisticated machinery and computers. But MT1 Keith Sampson was faced with a very different situation in HMS Hermes during the Falklands conflict. His skill and professional knowledge were vital in supplementing the very basic equipment in order to provide the Surgical Support Team with a haematology service. Ashore in Plymouth, the "Coulter counter" measures haemoglobin automatically and counts red and white blood cells.







Being ready for any emergency is part of the MA's way of life. Here, LMA Michael Parkinson and MA David Heath exercise the reception of a facial burns casualty flown into HMS Daedalus by Wessex helicopter. The intravenous dextrose drip and a standard resuscitator are important elements of the in-flight care. RIGHT: This painting, commissioned to mark the centenary, has special links with the Sick Berth Branch. The scene, showing a casualty being winched from a ship, has been captured by artist Eric "Wally" Burrows, who served as a sick bay petty officer before retiring to the Isle of Wight to paint. Note his initials, adorning the flight deck!



# P, DOC?

lements in the Royal  
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Even after the war, conditions remained far from perfect — a working week of 77 hours was not unusual and the advancement opportunities were so poor that only a few could hope to become chief petty officer by 22 years.

Nevertheless, improvements have been steady and the branch has responded both to the developments of modern medicine and to progress in naval warfare.

Branch personnel, identified by the red Geneva Cross, have served in every naval theatre of war and conflict since 1884 — including, of course, the South Atlantic in 1982.

It was in 1965, with the great changes in medicine and nursing care making the name "sick berth attendant" inappropriate, that the branch was re-styled the Medical Branch, with ratings specialising as either medical assistants or medical technicians to reflect the new responsibilities and qualifications.

The medical assistant is a highly-trained and versatile paramedic who has to be a jack of all medical trades

and the master of one — to provide expert medical cover in the front line, at sea or ashore.

Specialised MAs regularly deploy with the Royal Marines on exercise, notably the annual winter training in Norway. Establishments see the MAs to the fore in their own first aid and nuclear, biological and chemical training, while Portland sea training allows further opportunities for the Branch to practise its operational skills.

Medical technicians sub-specialise as laboratory technicians, radiographers, physiotherapists, health inspectors and pharmacy dispensers with full civilian qualifications.

They are based largely at the RN hospitals, where they use the specialist equipment to treat both Service and civilian patients. In addition to the established branch opportunities for special duties commission as Medical Service officers, the first medical technical officers were introduced to the Supplementary List in 1983.



Initial emergency treatment at sea is often the responsibility of the medical assistants. Above, LMA David Lancaster instructs a member of his first aid party in resuscitation techniques on board HMS Hermes.

BELOW: One of the early loblolly boys (right) tending Nelson during the Battle of the Nile.



LEFT: A busy hospital pharmacy can expect to fill up to 200 prescriptions a day, and the introduction of a computer at RN Hospital Haslar has been an important advance in speeding up the labelling of the pills and potions. Mixing of drugs in pharmacies is less frequent today because many standard medicines are prepared by the manufacturers. However, as you can see in the picture, some creams are still prepared by hand.

Here, MT2 Nick Fletcher prepares bottle labels with the help of the computer while MT4 Richard Stead mixes the cream and Probationary MT Charlie McLaughan pre-packages tablets.



## CENTENARY EVENTS

AMONG commemorative events in this 100th anniversary year of the Sick Berth Branch have been reunion week-ends at RNH Plymouth in July and RNH Haslar in August.

And in addition to a special demonstration stand at the Royal Tournament, a historical display has been touring the various Air and Navy Days throughout the year.

A history of the branch by Cdr. G. Clark RN (retd.) is being published by HMSO and a commemorative first-day cover will be issued on October 17, date of the original Order in Council.

Covers will come at three prices — £2.10, signed by Surgeon Vice-Admiral R. J. W. Lambert, Medical Director General (Navy) and Cdr. M. G. Harper, Head of the Medical Services Branch; £1.35, signed by Cdr. Harper only; and 90p, with no signature.

Applications should be forwarded to the RN Philatelic Officer, Fleet Air Arm Museum, RNAS Yeovilton, with a cheque or postal order made payable to the Fleet Air Arm Museum and a stamped addressed envelope at least 7in. by 5in.



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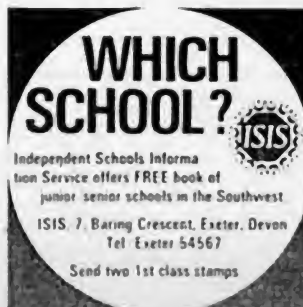
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## New standards of excellence

THE PARADE of massed standards of the Royal Naval Association at Earls Court at the final performance of the Royal Tournament on July 28 was one of the best to date.

It boasted not just the biggest show of standards — 140 — but many from far distant branches, from Thurso in the north of Scotland to branches in the far

south.

As the standard bearers marched into the arena to music by the Royal Marines Light Infantry Cadet Marching Band and the band of the Royal Marines Volunteer Cadet Corps, Plymouth, they made an impressive sight.

The salute was taken by the First Sea Lord, Admiral Sir John Fieldhouse.

All praise to the Association Ceremonial Officer,

Shipmate J. Bell, and national standard bearer, Shipmate Bill Carruthers, for a faultless turn-out.

While the RNA made an impact in the arena, the backroom boys of No. 1 Area on the RNA stall, under the watchful eye of national council member Shipmate Dennis Judge, were doing a roaring trade in goods and a bounty of potential members were recruited.



# Harrogate's homage

CEREMONIES to mark the 40th anniversary of D-Day evoked many memories particularly for a group of shipmates from Harrogate who went to Normandy for the anniversary celebrations.

The group, with members of the RN and RAF associations, ex-members of the WRNS and veterans representing 12 army regiments, went by coach via Leeds to Portsmouth then to Le Havre, staying in Bayeux for the week's ceremonies.

Shipmates and comrades killed in Normandy were honoured at memorial services, the Harrogate group bringing an anchor of poppies for the Cross of Remembrance in Bayeux Cemetery and a cross of red carnations for the British Cemetery at Lisieux.

Throughout the week there were parades, reunions, visits to military museums, civic receptions, including a tour of the coastal beaches, where members of the Harrogate party were able to trace the exact spot where they landed in 1944.

If it was a nostalgic visit, it also boasted many proud moments such as that in Caen when 500 veterans marched promptly through the streets to

### BRANCH NEWS

cheers, applause and expressions of thanks from the people they helped to liberate. The parade was led by the band of the Royal Marines and followed by the standards of Harrogate and Doncaster.

For the UK veterans the proudest moment was when they paraded before the Queen at Arromanche after which the Queen and Duke of Edinburgh met and talked to them during a walkabout.

For the Harrogate party, who now look forward to a reunion in October, it was a memorable week graced throughout by music by the Royal Marines band to whom they send thanks and congratulations for the high standard of their performance at Caen, Bayeux and Arromanche. Members of Gravesend and Hershaw and Walton took part in local parades and attended ceremonies to mark the D-Day anniversary, shipmates of Gravesend attending a Royal Marines parade and service, while those of Hershaw and Walton organised their own well-attended service and parade.

Andover's largest military parade since the 1950's took place when 500 shipmates, parading 44 standards, marched through the town to music by the Royal Marines Light Infantry Cadet Marching Band.



Proud moment for Capt. Jim Rayner RM(ret'd), assistant secretary of the Royal Naval Association, seen here with the Clerk to the Chamberlain of the City of London, Mr. Dermitt, after being made a Freeman of the City of London.

The occasion was a Drum-Head ceremony to mark the dedication of Andover's new standard at which the salute was taken by Vice-Admiral Sir John Cuthbert, Rear Admiral M. H. Griffin and the Mayor of the Test Valley, Councillor J. C. Bigwood.

For the visitors, one of the big highlights of the day was the sight of five White Ensigns flying over the town. This was achieved by courtesy of members of Andover branch of the Parachute Regiment, who descended with the Ensigns attached to their boots.

A party of 50 shipmates and wives from Rugby branch made their annual outing to Royal Leamington Spa to compete for the coveted "Pop" Dunbar trophy — the late "Pop" being a member of both branches. The outing, as always, was very enjoyable, but more so this year

for the visitors, who took home the trophy for the first time.

The 77 Committee of Aldenham and District are organising an outing to Hong Kong in late May 1986, and invite all Wanchai Warriors to start saving and join them. A price for the flight of £400 has been quoted for a party of 100 but this could be reduced for a larger number. Those interested should contact Shipmate John Turnbull, 14 Chippendale Way, Uxbridge, Middx. (tel. 0895-34831).

Shipmate Tom Robson, chairman of Newton Aycliffe, on a visit to California, dropped in on the newly-formed Long Beach branch where he was warmly welcomed by Shipmate Geoff Schofield (chairman) and taken to lunch in the US Naval Base. The branch seems to be attracting many ex-RN personnel in the area and monthly

meetings have become very popular. Before leaving the two chairmen exchanged plaques and mementoes of the visit.

The election of Shipmate Arthur Walker as president of Crewe branch inspired one admirer to break into verse in praise of his fine qualities and suitability for the office. Arthur, it seems, has always been a strong supporter of the branch and a hard worker.

Shipmates of Uckfield (East Sussex) look forward to the dedication of their standard on October 14 at Holy Cross Parish Church, Church Street, Uxfield, and extend a welcome to all branches. Those who plan to attend should contact Shipmate E. G. Cocks, Crest Cottages, 9 Lewes Road, Ridgewood, Uxfield, E. Sussex.

Royston are also dedicating their standard at 1500 on September 16, at Royston Parish Church. Details from Shipmate D. F. Hawkins, Chrisjenny, 36 Eliot Road, Royston, Herts SG8 5AT.

### Pewsey

No. 1 Area open and novices standard bearers' competition will be held on October 27 at 1300 at the TA Centre, Elm Grove Road, N. Harrow, Middx, followed in the evening by a buffet dance, tickets £3.50 each. For details contact Shipmate D. Harding, 15 Wescott Crescent, Hanwell W7 1PL (tel. 01-575-3288).

There was fine support from branches in No. 3 Area for the commissioning of Pewsey performed by Shipmate George Haley, Area treasurer and national council member. The commissioning cake was cut by Shipmate Peggy Asbury, and guests included Capt. Don Beadle (General Secretary), Capt. Jack Asbury (branch president), and representatives of Eastbourne, Bournemouth, Waterlooville, Portsea and Wantage branches.

### THAT'S MY BOY!

Despite a 32,000 strong crowd thronging stalls and static displays at RNAS Culdrose Air Day on July 25, LAEM Robert Barnes (right) managed to meet up with his father, ex Naval Airman Ted Barnes, in the best of settings — the RNA stall — where, naturally, they toasted each other over a tot.

### OBITUARY

Shipmate Joe Blake, Hereford City, July 5, aged 71.

Shipmate Cyril Williams, founder member, secretary and president, Blaenau Ffestiniog, member of Serena and Amethyst associations, July 9, aged 60.

Shipmate Lieut.-Cdr. Eric Davenport, vice-president Deedee, June 28, aged 74.

Shipmate F. Lamb, Poole, served in First and Second World Wars as submariner and with Coastal Forces in MTB 102, aged 88.

Shipmate J. E. (Tedda) Horner, chairman, founder and life member, Durham, July 20, aged 61.

Shipmate Ian White, Wigston and District, July 14.

Shipmate Edward Benjamin (Ted) Lattimer, Selsey, May 28, aged 65.

Shipmate Jim Griffin, Royal Leamington Spa, June 26, aged 59.

Shipmate Malcolm P. Beveridge, Royal Tunbridge Wells, June 20, aged 50.

Shipmate Jim Winter, South Liverpool, July 8, aged 72.

Shipmate Jack Bally, Burnley and Pendle, aged 60.

Shipmate W. J. (Bill) Breslin, Gravesend, May 14, aged 62.

Shipmate Lady Liddell, Wokingham and District, June 28, aged 101.

Shipmate R. Robjohns, Borehamwood, late of HMS Belfast, July 6, aged 65.

Shipmate Harry Mitchell, Basingstoke, July 6, aged 79.



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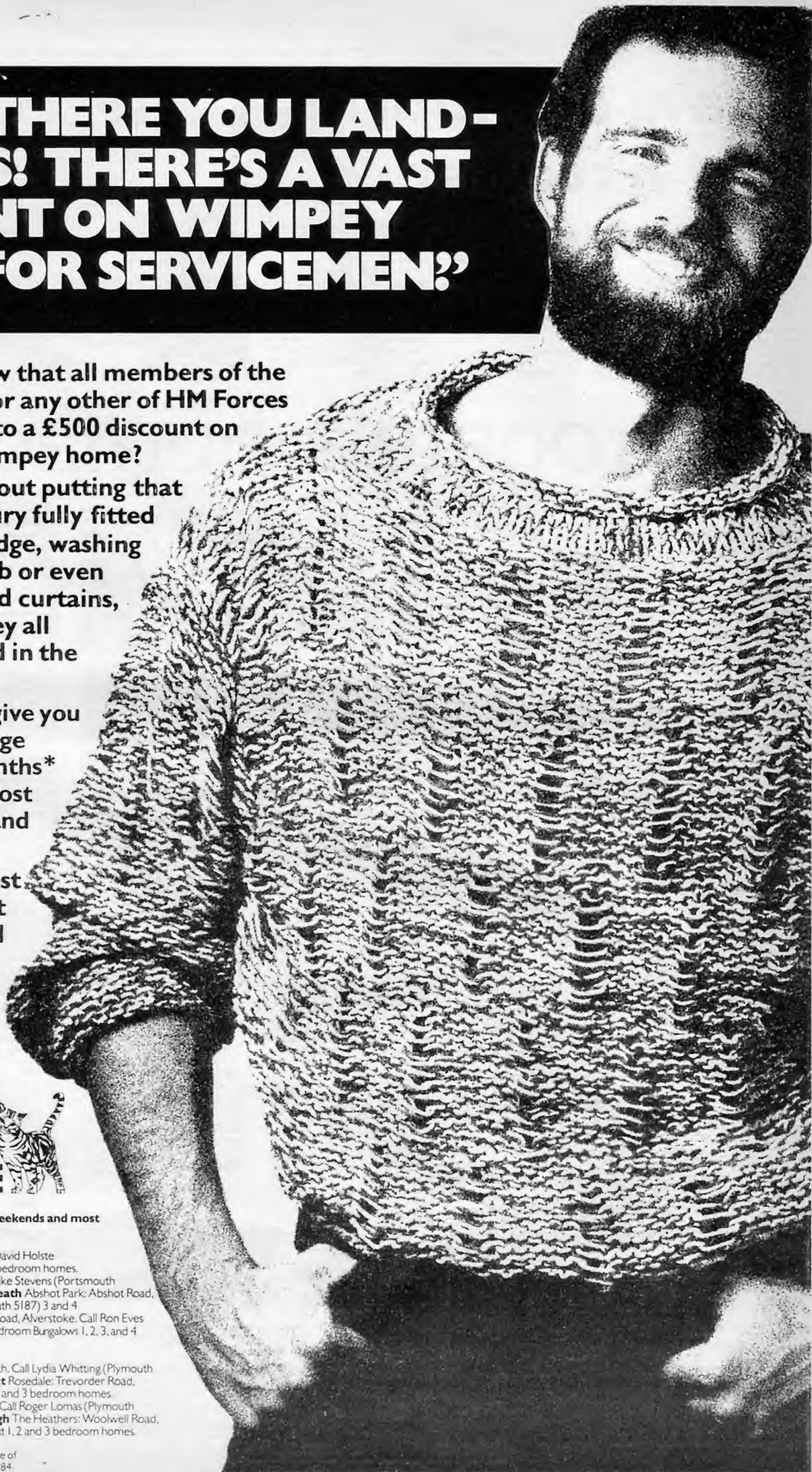
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# No mercy from this Archangel

WHEN the Second World War broke out, trawlerman Sidney Kerslake was given bigger fish to fry. He was posted as coxswain of the German-built trawler Northern Gem, one of the many such vessels pressed into service and converted to help alleviate the shortage of escort ships.

The small, armed craft was one of those little-known heroes of war, traipsing through inhospitable northern waters, battling with two enemies — the Germans and the elements.

Now, Sidney Kerslake tells her story, and his, in *Coxswain in the Northern Convoys*, with a foreword by Vice-Admiral B. B. Schofield.

The Northern Gem was involved in the unsuccessful Norwegian campaign and then, after Hitler's invasion of Russia, escorted Allied convoys in the cold hell of the Arctic.

She and Sidney Kerslake were there in the worst of it, including the disastrous Convoy PQ17, virtually wiped out by enemy sea and air forces in mid-1942. After that debacle, the Arctic convoys were temporarily halted, leaving the Northern Gem and other British ships stranded around the Soviet port of Archangel.

For two months the Gem was berthed at Miamka on the Dvina River, her crew desperately short of food and treated with deep suspicion by the Russians whom they had risked their lives to help.

## Respect

The author devotes a chapter to that Red sojourn, portraying in vivid prose the bleakness and dangers of life in wartime Russia. At one point he saw a man shot for trying to steal a morsel of food from a soup kitchen — an event which made him and his shipmates treat with added respect the Russian guards who invariably challenged them menacingly.

After two weeks the shortage of food became critical; their diet consisted of hard peas, ship's biscuits and black tea without sugar.

Sidney Kerslake had to make the 11-mile trip into Archangel every day to forage, but: "I never had any success with either the Russian or British authorities in Archangel with regard to food, even though I went on many occasions during our stay there to try and get some. Anything would have done."

With starvation an increasing threat, the men of the Northern Gem resorted to rowing one of their boats up and down the river, begging from merchant ships berthed or anchored along the Dvina. Luckily they

managed to get some liquid yeast from an American vessel, and that — together with some flour they had in store — provided them with bread.

Other times they were not so lucky. On one occasion two Russian civilians dropped a sackful of vegetables on the deck, but before the crew could move the windfall to the galley, it was reclaimed by armed soldiers. Apparently it had been deposited on the wrong vessel.

Eventually, in the first week of September, the trawler was able to leave with Convoy QP14 and do battle again with the "real" enemy.

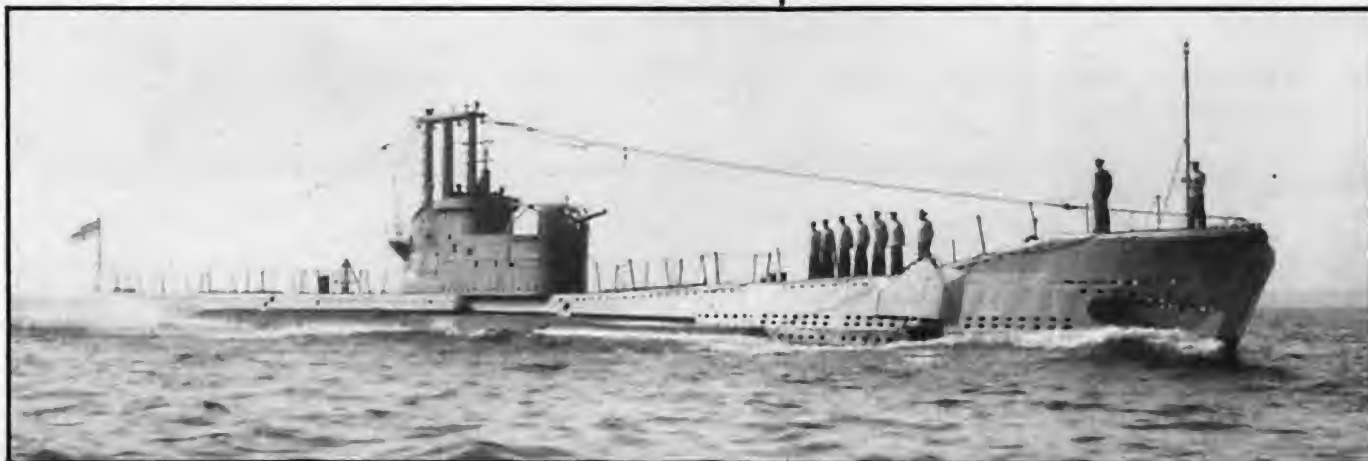
## Hostile

Refreshingly, Sidney Kerslake is not embittered by his experiences in Russia. Food was short because of the terrible war being fought out on Russian soil; the Soviets were hostile because they did not believe that the Allies were sending as many ships as they said they were. They could not believe that the losses were so heavy.

One of his happier memories of Miamka was the sight of a platoon of Russian soldiers — men and women — marching to the front in perfect formation along a muddy track, and singing a stirring tune. "They had, as far as we know, done nothing to help us or even to make us welcome during our stay, but I still could not bring myself to run down the ordinary Russian people after seeing things like that."

"Coxswain in the Northern Convoys" is published by William Kimber (price £10.50).

## BOOKS



## FORTIES IN FOCUS

THIS picture of HMS Affray in January 1948 is one of the 175 full-page illustrations, accompanied by brief but informative captions, from *The Royal Navy in Focus 1940-49*, published by Maritime Books (price £4.50). The book is exactly what it says it is — and the pictures, ranging from battleships to MTBs, are all from the collection of Messrs. Wright and Logan, the famous Portsmouth naval photographers.

The Affray was lost with all hands in the English Channel in 1951, the official cause being a fracture in her snort mast. But doubt and speculation remain and the submarine's disappearance is also mentioned in *Mysteries on the High Seas*, by Philip MacDougall, published by David and Charles (price £7.95). Among other puzzles dredged up in the book are those surrounding the battleships Victoria in 1893 and Bulwark in 1914.

# What the silent assassin told Sunny Jim

CLASSIC war-drama visions of stealthy commandos creeping through the jungle to silence with a knife unwary enemy sentries are evoked in the early pages of *My Starboard Watch*, an autobiography by Lieut.-Cdr. Lawrence Hornby RNR.

In the latter stages of the Second World War, Hornby was one of a select band of young officers involved in the Small Operations Group of Mountbatten's South-East Asia Command.

From HMS Hammenheil, an enormous camp in a remote part of northern Ceylon, members of the SOG were transported by submarine or flying boat to the enemy-held coast of Burma where they canoed or swam ashore to carry out reconnaissance or sabotage missions.

## SURPRISE

Often their only weapons were knives, silence and surprise. If all went to plan, every occupant of a Japanese camp could be knifed in their sleep without a sound; booby traps were laid in rocks or trees where an enemy might pass; time fuses were left under railway bridges.

Hornby, whose 30-year commission as a Lieut.-Cdr. RNR tempted him to title his book "Ever a Lieutenant-Commander," was a supply officer for the Group and

rubbed shoulders with many famous personalities at Hammenheil. Among them was Sir Malcolm Campbell who had designed the SOG's dory-type craft, Cockleshell Hero Lieut.-Col. "Blondie" Hasler RM, and Lieut. Jim Callaghan, with whom the author once shared a tent.

Lieut.-Cdr. Hornby, who makes no secret of his strong right-wing views (hence the title of the book), treated the young Callaghan to several hours of his philosophy.

"I assumed he agreed with me," writes the author. "He did not argue. I do not think he was scared of my half-stripe. I have never to this day understood why he let me get away with it."

He found "Sunny Jim" pleasant, equable in temperament, but "very ordinary," with no glamour or charisma.

A little later Callaghan was flown home and within a short time he became an MP and was appointed Financial Secretary to the Admiralty. "We had no idea he was any kind of politician. He left very little impression on me. He showed no interest in politics whatsoever. A dark horse!"

After the war Lawrence Hornby became a county borough councillor, a colonial civil servant, trained as a

teacher and then took up a post as general secretary to the National Union of Bank Employees before eventually returning to teaching.

*My Starboard Watch* is published by the Book Guild (price £8.25) and carries a foreword by Julian Amery.

# Gidley should know!

GIDLEY WHEELER spent 25 years as an officer in the Royal Navy, first as a seaman specialist, later as a fixed-wing pilot in the Fleet Air Arm.

Now firmly established as a novelist under the pen name Charles Gidley, he has drawn extensively on that naval experience for his second novel, *The Raging of the Sea*, a 543-page work which puts the Royal Navy under a microscope. It is published by Andre Deutsch (price £8.95).

Two books for the small-boat sailor now available from David and Charles are *Small Cruiser Navigation* by R. M. Tetley

## IN BRIEF

(price £8.95) and *Astro-Navigation by Calculator*, written by Henry Levison (price £7.95).

Following the hardback editions, Fontana has published in paperback two books on those most secretive of units, the Special Boat Squadron and the Special Air Service. They are *SBS: The Invisible Raiders* by James D. Ladd (price £2.50), and *SAS: The Jungle Frontier* by Peter Dickens (price £2.50).

Also out in paperback is Warren Tute's glossy *The True Glory*, a history of the Royal Navy over a thousand years. Published by Macdonald, this version costs £8.95 (£4 less than the hardback).

Out now is the 1984 *Fairplay World Shipping Year Book*, the directory of the shipping industry. It is published by Fairplay Publications (UK price £27).

IMPORT BOOKS — U.S. Naval and Maritime books for sale, send SAE. Also American model ship books (1) Five Historic Ships from plan to model £14.60, (2) Ship model building £10.60. R. A. Coleman, Dept NN, 50, Medway Parade, Perivale, Middlesex.

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## FILMS AND VIDEOS FOR THE FLEET

# Navy's new 'Jungle' prints

ONE of the Navy's perennial film favourites, since its release in 1967, has been the full-length Disney cartoon "The Jungle Book" (J98). The original copies have long since been run ragged and a couple of replacements bought in the mid-70s are now very battered.

In the face of continued demand for the picture, the Royal Naval Film Corporation has obtained three new prints, specially run off in California for the Navy — which may not please the Rudyard Kipling purists, but should delight everyone else!

Other 16mm releases to the Fleet are "Grey-stoke" (J95), "Splash" (J96), "Tank" (J97) and "The Dead Zone" (J99).

With the recent deaths of James Mason and Richard Burton, Britain has lost two of its most influential actors. Both, of course, are well represented in the RNFC Video Catalogue.

"Mandingo" was one of Mason's most controversial films, a deliberate reversal of all the "Gone with the Wind" clichés about the carefree life on the plantations before the American Civil War. The film's depiction of the unbelievable awfulness and brutality of that society upset many people, and the British stars Mason and Susan George came in for a great deal of unjustified abuse.

Burton once said that he made films in order to have somewhere to go in the mornings, and it's certainly true that he was never very choosy about what films he appeared in. "Absolution" was one of his more acceptable later efforts. A strange, complicated tale about evil and revenge set in a Catholic boarding school, it also boasts a bizarre performance by Billy Connolly as an itinerant gypsy.

## Fund sponsors book award

KING George's Fund for Sailors is sponsoring the 1984 Best Book of the Sea Award. A cheque for £500 goes to the author of the non-fiction book first published in the UK during 1984, which, in the judges' opinion, contributes most to the knowledge and/or enjoyment of those who love the sea.

There will be a further cheque for £250 which may be awarded at the discretion of the judges for a book of outstanding merit.

The 1983 award, also sponsored by KGFS, was won by "The Last Corsair" by Dan van Vat. This year's award will be presented at the International Boat Show at Earls Court next January.



# Falmouth enjoys the Bali Hai life

HMS FALMOUTH sailed into a Hollywood setting after taking part in Exercise Starfish in the Far East. With ships from the navies of Singapore, Malaysia, Australia and New Zealand, and two Royal Navy Hong Kong patrol craft, the frigate anchored for a few days in the shadow of Pulau Timoan, the Malaysian island used in the film "South Pacific."

While the unlucky few were attending a post-exercise debriefing, most of the ship's company took the opportunity to explore the paradise island of "Bali Hai" and enjoy the beach and banyan.

Next stop was a brief call at Singapore where the Falmouth took on fuel and stores for her long journey home. This was the ship's farewell to the Far East, because she is due to pay off at the end of the year to become a Portsmouth harbour training ship.

Her five month deployment was not yet over, however, and after a further night at sea the Falmouth called at Lumut, the Royal Malaysian Navy's new and very impressive base. The programme allowed for a one-night stay only, followed by a

100-mile hop up the coast to Penang, which was to be the ship's final visit east of Suez.

During her three days in the "Pearl of the Orient," the Falmouth was shown excellent hospitality by local people and by the Royal Australian Air Force who have a base across the water in Butterworth.

Most of the ship's company took a final chance to see the sights, including a snake temple and the second largest Buddha in the world. Others ran to the top of Penang Hill.

## BANGKOK

Before Exercise Starfish — a combined naval exercise between the navies of the Five Power Defence Agreements in the South China Sea — the Falmouth visited Bangkok briefly and then spent three weeks in Singapore for an

assisted maintenance period.

The assistance appeared in the form of a 50-strong party from Portsmouth Fleet Maintenance Group.

General opinion in the ship was that while old timers would cringe at the changes made to this traditional Far East home of the Royal Navy, Singapore is still a fabulous run ashore. Much sport was played, particularly against HMNZS Waikato which was berthed alongside in the Old Stores Basin, Sembawang. Runners from the Falmouth set a Norfolk Trophy 100 x 1 mile relay time of 2hrs 40min 49sec.

Several expectant fathers flew home during the AMP, passing 20 wives travelling in the opposite direction to join their husbands on a two-week holiday in Singapore.



## You can bank on Culdrose Wrens!

LWren Sue Andrews found herself made out for the grand total of £900 and payable to ARMS — Arthritic Research into Multiple Sclerosis. The money was raised at a sponsored swim by Wrens serving in RN air station Culdrose and presented to Mrs. Ann Lamb of the Cornwall Friend of ARMS branch.

Our picture shows Sue and other fund-raisers with Mrs. Lamb (centre). From the amount of support she's getting, there is no chance of this cheque bouncing...

## Carrier team flies flag on Rockall

IF YOU are lucky enough to be embarked in HMS Illustrious, you certainly get to see some interesting places, as these pictures show.

The top one was taken when a Joint Service team of four from the carrier landed on Rockall off the West coast of Scotland and placed a banner from 814 Naval Air Squadron on the top.

### ROCK TEAM

In the picture are (left to right) Major John Holdaway RM; Capt. John Kerr, commanding officer of HMS Illustrious; Second Lieut. Angus Gordon Lennox of the Grenadier Guards (rear); and Wing Commander Keith Robertshaw, officer commanding 31 Joint Service Trials Unit. Lieut.-Cdr. Tony Rogers, commanding officer of 814 Squadron, also landed on the rock.

Pictured below are three members of the carrier's Medical Department taking a tram ride during their ships visit to Amsterdam, in July. From the top are CPO Matt Chapman, LMA(O) Les Griffiths and MA Simon Dove.

### MEO DINNER

A dinner was held on board to celebrate the links between former engineer officers on the previous Illustrious and those serving in the new ship of the name. Guests from the previous Illustrious were Admiral Sir William Pillar, Rear-Admiral J. Llewellyn, Capt. J. A. Hans Hamilton, Capt. R. E. Hartley, Cdr. A. Taylor, Lieut.-Cdr. J. Feherty, Lieut.-Cdr. E. E. Thaxter and Lieut.-Cdr. G. M. Quick.

Presiding over the dinner was the ship's MEO, Cdr. Stuart Tickner.

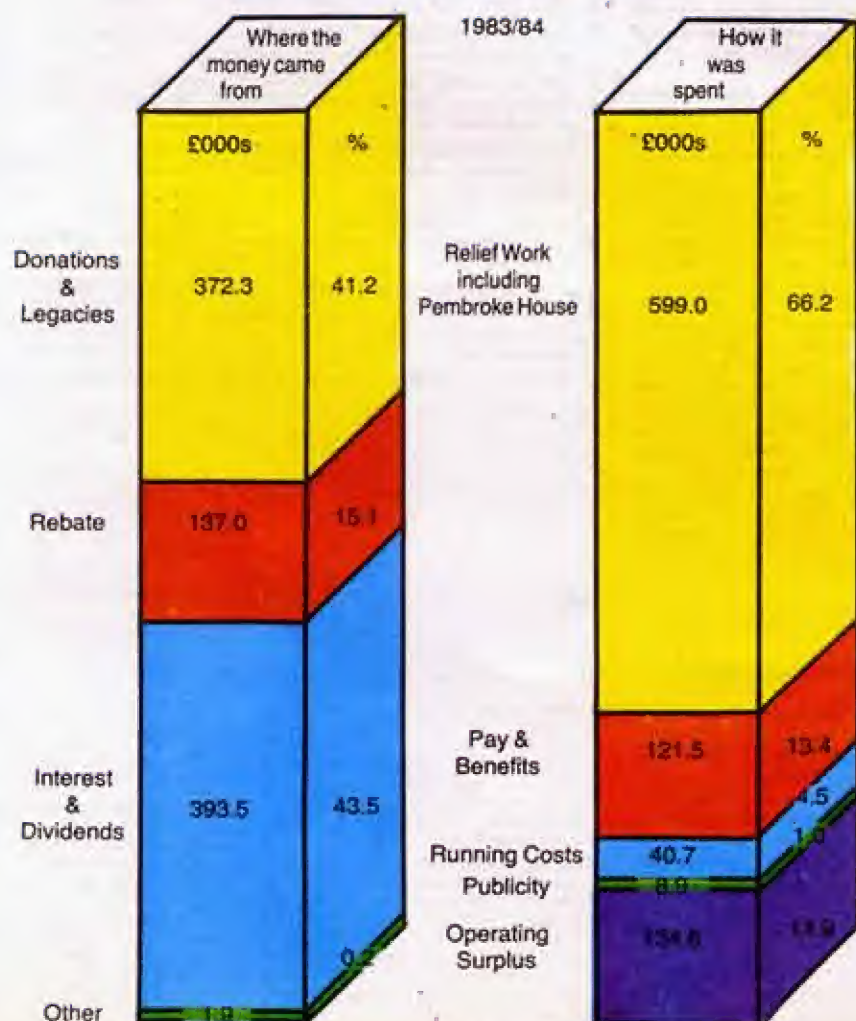


On top of old Rockall...



"Docs" on a Dutch treat...

## RNBT



Applications for assistance to the Grants Committee  
2A Tipner Road, Portsmouth, Hants PO2 8QR  
General Inquiries to Head Office  
High Street, Brompton, Gillingham, Kent ME7 5QZ



# Glamorgan climbs to peak of success

A 6,000-FOOT climb in the splendours of Arctic Norway by men from HMS Glamorgan has made the destroyer the latest winner of the Fleet's Bulawayo Trophy for adventurous training — despite the fact that most of the climbers had never been on a glacier before.

When the Glamorgan visited Tromsø in June, 30 members of the ship's company took part in a two-day expedition to the Lyngen Alps. Main aim was to climb Jekkevarre which, at 6,052 feet, is the highest mountain in Arctic Norway.

Secondary aim was for non-climbers to visit one of the most beautiful areas of Norway to enjoy walking and fishing from a remote camping base.

In the event, the main aim was exceeded as a traverse of all three principal summits of Jekkevarre was made by ten men, only three of whom had been on a glacier before. It involved a 20-mile crossing of the peninsula between Lyngfjord and Sørkjorden and

the climbing of the South peak by a difficult route only first climbed in 1951.

A notice displayed in the ship produced 30 volunteers, conveniently split between those who wanted to climb and those more interested in camping, fishing and walking.

For the ascent, the climbing party, accompanied by three Norwegian guides, gained their way to 4,400 feet, where they were to camp. This was achieved despite several crevasse falls. After dining from ration packs, the party turned in at 2300 with the sun shining brightly on surrounding mountains.

But there was overnight rain and the expedition awoke to low cloud and mist. Ten members made the final climb and

the Jekkevarre plateau was reached in white-out conditions. Fortunately the final 100 feet were out of the clouds, and the summit was bathed in sunshine.

Meanwhile, five members of the original climbing party had completed a glacier walk, while the 15-strong camping and fishing party discovered that the constant daylight allowed them to explore by day and night.

Leader was Cdr. M. G. Rutherford and others in the mountaineering summit party were the ship's commanding officer, Capt. C. P. O. Burne, Lieut.-Cdr. J. Durkip, USN,

Lieuts. C. Passmore and P. Williams, Sub-Lieuts. I. Moss and J. Gill, LS G. Madgewick, and ABs E. Price and P. Haddleton.

The five who completed the glacier walk were Lieut. H. Wrightson, CMEA C. Chamberlain, ABs G. Robinson and A. Halliday and RO S. Collins.

● The Glamorgan, which has been undergoing a brief docking period, was taking part in Portsmouth Navy Days in late August and then sailing to Antwerp to take part in ceremonies commemorating the Belgian Liberation.



Above — The climbing party from HMS Glamorgan, with three Norwegian guides, who reached the summit of the 6,052-ft. Jekkevarre.

Left — Some of the HMS Glamorgan climbers making the descent from the South Ridge during their climb of Jekkevarre.

Pictures: Sub-Lieut. I. Moss.

## POSY FOR POSTIES!

HMS GLAMORGAN has paid poetic tribute to the postal people who kept the mails coming when they were on Armilla Patrol despite several changes of programme at short notice.

In appreciation of a job well done, a picture of the ship and the poem were presented to the OIC Naval Mails, BFPO, Lieut.-Cdr. J. Catterson by MAA Smith on behalf of the Glamorgan's commanding officer, Capt. C. P. O. Burne.

Here, with apologies to Rudyard Kipling, is part of the ship's tribute:

There's a place for sorting letters to the North of London town,  
Full of lady engineers, all khaki-clad;  
And they send the mail to sailors in the sunshine getting brown  
For without their post the sailors would be sad.  
Well you've used a lot of airmails, and they've lost a bag or two,  
But you've always found them where they've been despatched,  
It has mostly all gone smoothly — and that's only thanks to you,  
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There are ladies sorting letters every day in old Mill Hill,  
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## NAVY NEWS READER SERVICES

## CALLING OLD SHIPMATES

Mrs. Olive Dawes (nee Hilderbrand) ex-Wren Cook, End Cottage, School Lane, Irby-on-Humber, Grimsby, South Humberside, would like to get in touch with D. Camm, whom she met at Woolston, Southampton in July, 1945, believed living either Farnborough or Farnham, Hants.

Mr. Ernie Clifton, 24 Heol Brhwant, Rhiwbina, Cardiff CF4 6QF, would welcome news of Stoker Davies of Swansea, survivor of HMS Repulse, who was serving in the hydraulic room "Y" turret aft, when the ship was hit.

Mr. S. Lowe, 23 Old Rectory Mews, St Columb, Cornwall (tel. 0637-880565), wants to get in touch with Mr. Tom King, who joined the Navy with him on June 10, 1940, and who lived at Nutberry, nr. Grays, Essex.

Mr. Ian Urquhart, 29 Craiglockhart Drive South, Edinburgh, Scotland EH14 1JA, wants to get in touch with former members of HMS Loch Craggie, 1944-46.

Mr. T. H. Smith, 18 Brisbane Way, Colchester, Essex (tel. Colchester 540903), would like to hear from his uncle, Mr. Reg Smith, who served in HMS Orion 1939-40.

Mr. William P. Smith, 3 Mortar Pit Road, Rectory Farm, Northampton (tel. 0604-403145), would be pleased to hear from Mr. R. J. S. Cocking, last known address Plymouth, and formerly of Sussex Street, Glasgow.

Mr. Dinger Bell, ex-LSTO Mech, 2 Fairview, Headington, Oxford, is trying to trace ex-CPOSM Tommo Thompson and LPTI Knockor Noonan, and any stokers who served in HMS Kenya and HMS Mauritius, 1950-52, during the Korean War.

Mr. R. E. Thompson, 1 Highbury Avenue, Canterbury, Doncaster, S. Yorks DN4 6AW, is compiling a register of RN personnel who served with 802 and 825 Squadrons in HMS Ocean, Korea, 1952, with view to contacting old shipmates of 20th Carrier Air Group. Those interested send address and information.

Mr. John (Geordie) McDonough, 21 Rowantree Avenue, Gillesgate, Durham City (tel. 0385-63966), would like to contact any of the Flight Deck Party of HMS Ocean, Korea 1951-53.

Mr. Denis Porter, ex-Yeo, 19 Sunset Terrace, Kelmscott, Western Australia 6111, wants to get in touch with old shipmates of HMS Chevron, Med Fleet 1951-53, especially CPO George Adams, last known address 27 Green Road, Southsea.

Mr. Bill (Slinger) Woods, 25 The Oval, Farncombe, Surrey, would be pleased to hear from "Brum" Bickley, ex-Gunners Yeo, HMS Cossack, 8th DS Far East Fleet 1957-59, or any other shipmate of that commission.

Mr. Stanley Robert Hazelton, who served in the ex-US four stacker, HMS Bradford, is in hospital and would welcome news of old shipmates. Please contact his wife, Mrs. I. M. Hazelton, 52 Elizabeth Road, Off Manor Lane, Dovercourt, Essex CO12 4ED.

Mr. William McLachlan, 23 Houghton Avenue, Kilsyth, Glasgow G65 0Q7, is trying to trace former AB George Street, who served in Scotland, 1939-45.

Mr. A. Taylor, ex-PC Ordaal, 24 Drumdyran Place, Cwpa, File KY15 5JJ Scotland, would be pleased to hear from former members of HMS Ashanti, 1939-45.

Former L. Wren M. Mills, Europe, 1 Frederick Avenue, Leeds 9, LS9 6Q (tel. Leeds 480873), who served as an LWren in the Mail Office at Lowestoft and Mill Hill, would like to contact former LWren Theima Bradbury, who was drafted to Australia, last known address, Maida Vale, London.

Mr. J. O'Brien, 84 Cynthia Road, Parkstone, Poole BH12 3JG, wants to get in touch with survivors of HMS Auckland who may have known his father, Stoker William O'Brien, who was lost when the ship was torpedoed at Tobruk, in June, 1941.

Mr. W. H. Jones, 52A The Broadway, Tolworth, Surbiton, Surrey (tel. 01-399-1355), would be pleased to hear from old shipmates of HM ships Guardian (1934-35), Zealous (1944-45) and Furious (1940-43).

Mr. William McCoy, 36 Cotswold Road, Orford, Warrington, Cheshire WA2 9SF, wants to contact survivors of HMS Halsted (K556), torpedoed June 11, 1944.

Mr. C. V. Mansfield, ex-AB, 21 Encombe, Sandgate, Folkestone, Kent CT20 3DE, would like to hear from former shipmates of HMS Romney 1944-45 and of the Divisional Office, HMS Victory, 1945-46.

Mr. A. Hindle, 5 Woolston House, Moss Meadow Road, Salford, Lancs M6 8PL (tel. 061-743-1417) wants to get in touch with former submariner PO Elec Arthur (Spider) Kelly, who served in HM submarines Sanguine (1947) and Trump (1951-52), returning to General Service in 1953.

Mr. J. C. Leonard, 4 Salisbury Street, Shotton, Deeside, Chwyd, would be pleased to know of any association for those who served in armed merchant cruisers during the Second World War. He served from 1939 in India and for four years on Atlantic convoys.

Mr. D. J. Goodey, Havock House, Beatty Rise, South Woodham, Ferring, Chelmsford, Essex CM3 5YQ, asks if there is any association for those who served in HMS Havock, or if any reunion is planned. Another "old Havock", Mr. C. Daniels, 391 Valence Avenue, Dagenham, Essex RM8 3QB, would like to hear from former torpedomen who served in the ship at Malta, Christmas 1940.

Mr. Ronald F. Wheeler, 1901-5 Old Sheppard Avenue, Willowdale, Ontario, Canada M2J 4K3, a Grenville Boy Artificer entry at Gillingham, Aug 26, 1935, reminds classmates that 1985 is their 50th anniversary and looks forward to a reunion. Please write to Cliff (Cuthie) Lee, 92 Silvester Road, Cowplain, Hants PO8 8TS.

Mr. P. G. McGuire, 39 Arthur Avenue, Warradale, South Australia, who served in the Fleet Air Arm during the Second World War, would like to contact his old pal Owen Mooney.

Mr. Dennis (Brum) Hughes, ex-LS, 1 Bilston Road, Wednesbury, West Midlands WS10 7JL, who served in HMS Termagant from her commissioning at Dunbarton, Scotland, until Dec 1944, would like to hear from his oppo AB Sam Tennant, who lived at Ilkeston, Derbyshire, or any of his former shipmates.

Mr. T. J. Bryant, Verd, 40 Selbourne Road, University Estate, Woodstock 7925, Cape Town, South Africa, who joined the Royal Navy as a Boy Seaman, Class 34, HMS Ganges, in 1931, and served in HMS Royal Oak with the Med Fleet and in 1937 was a member of the winning Chatham Field Gun crew at the Royal Tournament, would be delighted to hear from any of his former shipmates.

Mr. L. Kennedy, 21 Maldon Road, Colchester, Essex CO3 3AQ, would like to hear from former submariners who served in HMS Solent, 1943-50, with a view to organising a reunion.

Mr. A. L. Aitchison, 24 Royal Terrace, Dunedin, New Zealand, is trying to contact former Telegraphist G. Morris, of Liverpool, who served with light coastal forces, ex St Nazaire; also LS A. Parkhurst, Lieut. Barnett, POW, SGB7; and Telegraphist J. C. Ward, ML280.

Mr. B. R. Scargill, 276 Wath Road, Brampton Bierlow, Wombwell, nr. Barnsley, S. Yorks S73 0XD (tel. 0226 754680) would like to contact former shipmates of HMS Victorious 1960-62 and 1963-64, navigation party and quartermaster's bosun's mates.

Mr. R. Chesshire, 22 Soudan Avenue, Brackley, Northants NN13 6LE (tel. Brackley 0280-702979) would like to get in touch with the following shipmates who attended his wedding in Malta, Sept 11, 1954: Mr. and Mrs. Frank King, Mr. and Mrs. Derek Foster, Mr. and Mrs. "Bogey" Knight, Mr. and Mrs. Colin Wills and Dick Caseall, his best man.

Mr. Terry Bishop, 180 Front Lane, Cranham, Upminster, Essex RM14 1LW (tel. Upminster 27283), would be pleased to hear from old submariners who served with him on the following boats HM submarines Regent, Cachalot (and POW), H33, Spark, Tiptoe and Tudor.

Mr. J. Burrows, 26 Victoria Street, Sheerness, ME12 1YA, wants to contact Matthew Broad (ex-CPO Yeo, HMS London), his wife Monica and son Roderick, last known at Bolton by Bowland, nr. Clitheroe, Lancs; also Kenneth K. Melville (Yeo Sigs, HMS Harrier) and sister Gwen, last known at St Joan's Road, Edmonton, London.

Mr. Ginger Knowles, 32 Turret Grove, Mutley, Plymouth (tel. Plymouth 29495), wants to get in touch with old shipmates of HMS Loch Dunvegan and HMS Dieppe 1950-53, especially Taff Rees, Bung Williams, Harry and Eric Armstrong, and the ship's football team.

Mr. Charlie Boyle (tel. 01-941-2455), wishes to contact Alf Topsy Turner of Birmingham, who served in HMS Bellona 1943-46.

## OVER TO YOU

HMS Froisher: Mr. Peter Gerrard, of the Froisher Association, 13, Kimberley Drive, Lydney, Glos GL15 5AD, can supply information concerning HMS Froisher to historical researchers around the world, on receipt of a pre-paid international reply coupon.

HMS Tally Ho: Any of HMS Tally Ho's crew who were serving on board on November 1943 when she missed U178 with five torpedoes off Penang are requested to contact Karl-Heinz Wiebe (ex-U178), Cocoystrasse 11, 2800 Bismar, West Germany.

Landing craft: Mr. J. Stanfield, 10, Bonham Close, Clacton on Sea, CO15 4AZ, was a survivor of LCF(L)1 during the Second World War, and would like to know if the vessel was ever salvaged; also details of her dimensions.

HMS Kenya: Mr. Bill Birnie (ex-PO radar), 5, Hartland Court, Southbourne, Emsworth, Hants, would like to hear from anyone who has the photograph of HMS Kenya entering Havana Harbour on January 20, 1947.

## PEN-PALS

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Heather (28), divorced, 5ft. 3in., fair hair, blue eyes, one daughter (5), Blackburn, Lancs.

Maggie (18), single, 5ft. 6in., fair hair, blue eyes, Portsmouth.

Pauline (35), divorced, 5ft. 3in., brown hair, brown eyes, two children, Liverpool.

Tracy (19), single, blonde hair, blue eyes, Kingswood, Bristol.

Marion (31), divorced, 5ft. 8in., dark hair, blue eyes, three children, Clevedon, Avon.

Helen (17), single, 5ft. 4in., auburn hair, blue eyes, Basildon, Essex.

Lynda (28), divorced, 5ft. 2in., brown hair, blue eyes, three children, Blackburn, Lancs.

Susan (19), single, 5ft. 6in., brown hair, brown eyes, Droylesdon, Manchester.

Karen (18), single, 5ft. 7in., blonde hair, blue eyes, Peterborough, Cambs.

Jackie (16), 5ft., blonde hair, Bolton, Lancs.

Wendy (37), divorced, 5ft. 2in., fair hair, hazel eyes, Sheerness-on-Sea, Kent.

Angela (20), single, 5ft. 2in., brown hair, green eyes, Benfleet, Essex.

Tina (17), single, 5ft. 9in., brown hair, blue eyes, Rayleigh, Essex.

Anne-Marie (17), single, 5ft. 3in., brown hair, blue eyes, Basildon, Essex.

Dianne (31), divorced, 5ft. 7in., brown hair, blue eyes, two children, Birmingham.

Ruth (29), single, 5ft., fair hair, green eyes, Penarth, Glam.

Shirley (21), single, 5ft. 2in., blonde hair, green eyes, Sheffield.

Sue (17), single, 5ft. 7in., brown hair, blue eyes, Basildon, Essex.

Adele (17), single, 5ft. 3in., brown hair, brown eyes, Hitchin, Herts.

## OBITUARY

A. Bennett. MEM(M)1. HMS Sirius. June 16.

A. J. Dexter. RO2. HMS Raleigh. July 17.

M. A. Shand. MNE. 40 CDO. July 18.

K. Stewart. CPL. Comacchio Group. RM. July 29.

K. Talbot. WAEM(R)1. HMS Heron. August 3.

George Scott. Ex-LTEL. DSM. Aged 72. Served in submarines 1936-46, including HMS Unseen.

L. L. Hanbridge. Aged 94. Joined RN 1906. Chief CERA in both World Wars. Founder member EFAS Club Malta. Later Gosport and Hampshire County councillor.

Jack Hargreaves. Ex-PCPO. Served 38 years, including HMS Fulmar.

Fred Wray. Ex-FCF(AE). BEM. Served 32 years, including Lossiemouth.

R. (Joe) Garside. Ex-CRELA. Died August 11. Served about 20 years, retiring in 1966.

J. S. P. Neville. Ex-POUC1. Aged 48. Served 22 years, including HMS Argonaut and Matapan.

Former manager Vernon Club. Four survivors of HMS Barham have died in recent months. Ernest Edds (aged 81), Ken Hoult (67), Stanley J. Robinson (71) and Jim Thompson (79).

Naval songs: Mick and Ian, 59, New Road, Willenhall, West Midlands, WV8 2DA, are trying to find the words of these songs: Aladdin's Lamp, Ram R, Solomey, Old MacDonald's Farm, Little Nellie Higginbottom, The Music Man, and Dinah Dinah.

Blenheim Bell: C/Sgt (SCC) A. H. May, 3, Heroes Walk, Whitley Wood, Reading, RG2 8JY, is seeking information about the bell of the Reading Unit of the Sea Cadet Corps. It is inscribed "Blenheim 1937."

HMS Warrior: Mr. R. J. Barnett, 16, The Village, St Giles in the Wood, Torrington, Devon, has a commission to carve decoration for the restored HMS Warrior, and hopes to trace photographs of the ship to assist in the work.

HMS Unity: Third Officer J. W. Leaver, 6, Spencer Road, Spencers Field, Emsworth, Hants PO10 7XJ, writes that her unit of the Nautical Training Corps is named after HMS Unity, and she would welcome information and photographs of the submarine.

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## PROMOTIONS TO CHIEF

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion in August:

### OPERATIONS BRANCH

To CRS — J. C. Clare (FO Plymouth), T. D. Booth (Danae).

### REG, PT and R

To MAA — J. E. Parry (Cochrane), D. V. Allen (Achilles), R. M. Huxtable (Scylla), G. I. Marshall (Hecate).

### SUBMARINE SERVICE

To CPO(S)(S)(SM) — C. Shickell (Opportunity).

To CPO(UW)(SM) — A. Williams (Courageous).

To CMEM(M)(SM) — C. M. Coombes (Dolphin), J. Ewen (Neptune).

### MARINE ENGINEERING BRANCH

To CMEM(L) — A. Beech (Euryalus), G. Birkett (Drake).

To CMEM(M) — A. M. Jones (Yarmouth), C. D. Doole (Brazen), N. F. Blain (Rothsary).

### WEAPON ENGINEERING BRANCH

To CWEM(R) — S. C. Peach (CINCIBERLANT), M. T. Davis (Phoebe), R. J. Russell (Neptune).

### SUPPLY AND SECRETARIAT

To CPOA — T. J. Spence (Hecle), To CPOST — A. S. Hill (1 SL Retinue), To CWREN FS — L. Bampton (Rooke).

### FLEET AIR ARM

To CPOA(AH) — R. Lackenby (Heron), To CPOA(SE) — C. Mitchell (Fearless).

### ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Centurion in July for the following ratings to be promoted to acting charge chief artificer:

ACCMEA(ML)(SM) — J. Wardle (Courageous), P. F. Clifford (Conqueror).

ACCMEA(EL)(SM) — B. D. Malcolmson (Resolution P).

ACCMEA(P) — R. D. Walker (Defiance), FMB, K. R. Shorer (Sultan), M. J. Phelps (Arrow).

ACCMEA(H) — K. Wheatley (Mercury), ACCWEA(WDO)(SM) — A. P. Robertshaw (BRNC Dartmouth), S. W. R. Cione (Defiance).

ACCWEA(ADC)(SM) — J. A. Stott (Warspite), R. E. T. Brooks (Conqueror), ACCWEA(WDO) — W. J. Cook (Liverpool).

ACCWEA(ADC) — A. Harrison (Northampton).

ACCWEA(M) — I. N. Swanney (Heron), G. F. McCaffrey (Heron), E. W. Roberts (Heron), S. J. Russell (Heron).

### CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer

artificer which were made by commanding officers in May:

CPOMEA — P. J. Collier (Trafalgar), G. Forber (Bristol), D. R. Holt (Aurora), S. W. Little (FOST).

ACPOMEA — J. Cantrill (Penelope), S. A. Edwards (Turbulent), A. S. Kennedy (Churchill), A. G. Milne (Churchill), N. H. J. Mitchell (Portsmouth NB), P. Whitehead (Bristol).

CPOMEA(L) — R. J. Jordan (Repulse Port).

ACPOMEA(L) — D. J. Gardiner (Repulse Port), D. Sunderland (Oryx).

CPOMEA(M) — B. Blench (Ambuscade), P. Lomas (Cleopatra), P. Thompson (Bristol).

ACPOMEA(M) — B. P. Butt (Royal Arthur), S. R. Clark (Berwick), P. M. R. Curtis (Nelson), R. G. Morey (Portsmouth NB), J. H. Poplewell (Trafalgar).

CPOMEA(L) — D. C. Coates (829 Sqn), M. M. Johnson (Excellent).

CPOMEA(M) — K. N. Major (828 Sqn), M. S. Pullan (Daedalus), A. Thompson (Seahawk), K. E. J. Wheeler (Daedalus).

CPOMEA(R) — D. A. J. Gledhill (815 Sqn).

CPOWEA — D. Canton (Collingwood), A. G. Craib (Boxer), A. J. Downie (Falmouth), P. E. Dyer (Spartan), G. P. R. Flatman (Southampton), P. A. Johnson (Neptune), G. O. Jones (Resolution Stbd), M. D. Marchant (Defiance), K. P. J. Neilson (Exeter), G. Phillips (Defiance), D. W. Pullen (Resolution Port), P. A. Richardson (Nottingham), P. L. Roberts (Exeter), W. J. Webb (Bosington).

ACPOWEA — A. Guy (Repulse Port), S. Landrean (Captain SM2), P. J. O'Shaughnessy (Dumbarton Castle), D. Storey (Revenge Stbd).

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## REUNIONS

The RN Writers Association is holding its 97th dinner at Thorngate Hall, Gosport on October 21. For details contact POWTR J. Cotter, HMS Centurion, Gosport, Hants. Non-members welcome.

HMS Cornwall Association annual social will be held on board HMS President on October 27. Further details from Mr. E. A. Langford, 111 Robins Close, Lenham, Maidstone, Kent ME17 2LE.

The River Plate Veterans Association 45th anniversary reunion dinner, commemorating the Battle of the River Plate, will take place at the Mayflower Post Hotel, the Hoe, Plymouth, on December 8. At 1100 there will be a memorial and wreath-laying ceremony at the Royal Naval War Memorial on the Hoe. For details write, enclosing s.a.e., to hon. sec. Mr. R. A. Fogwill, 96 Hartport Road, St. Marychurch, Torquay, Devon TQ1 4QJ (tel. 0803-37262).

HMS Coventry Old Hands Association is holding its annual reunion and memorial service on September 15. At 1530 there will be a wreath-laying ceremony in Coventry Cathedral, after which guests and members are invited to attend a social in the Royal Naval Reserve Centre, 75 Smith Street, Coventry.

The 17th Destroyer Flotilla Association annual reunion takes place on October 27, at the Judges Lodgings, 29 Spa Road, Gloucester. Further details from hon. sec. Mr. D. Penrith, 7 Chestnut Avenue, Stonehouse, Gloucs GL10 2HW (tel. 045-382-3752).

The Exeter Flotilla Association annual Trafalgar Day service will take place in Exeter Cathedral at 1115 on October 21. The lesson will be read by Flag Officer Plymouth, Vice-Admiral Sir David Brown and the preacher will be the Right Rev. the Lord Bishop of Southwell. Further details from Lieut.-Cdr. A. S. Martin RNVR, Penrose, 78 Magdalen Road, Exeter, Devon EX2 4TR (tel. 0392-73338).

HMS Howe Association fifth reunion buffet and dance, will take place on September 28 (1930 to 2330) at the Nautical Club, Bishopsgate Street, Birmingham, tickets £2 each. Further details from Mr. C. H. Myers, 1095 Bristol Road South, Northfield, Birmingham B31 (tel. 021-475-2441).

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# SHE FLIES THROUGH THE AIR . . .



SEVERAL thousand feet above HMS Daedalus, LWren Joanne Vaughan practises manoeuvres for the World Classic Parachute Championships which were taking place at Vichy, France, as Navy News was going to press. Joanne, serving with the Solent Division, RNR, was the only Navy representative in the 11-strong British free fall team competing against 36 other countries. Joanne's achievements in the sport so far this year include a silver medal at the US Military National Championships at Fort Bragg, Carolina, and a silver and two bronze medals at the UK National Championships.

## FREE FALL EXPERT

With 900 parachute jumps behind her, Joanne is now one of the top free fall experts in the United Kingdom. To get to that position she has invested her time and savings in travelling to Florida, which offers excellent facilities and weather for training. After an initial four-week course in Florida, Joanne has returned eight times to the USA to train and compete.

# No golds, but Navy lifts the silverware

NAVY SWIMMERS gave the other two Services a lesson in teamwork at the Inter-Service championships at Sandhurst on August 9. Without winning a single individual gold medal, the Navy still managed to steal the coveted silver swimming trophy by three points from the powerful Royal Air Force squad.

POPT Jim Storey, the Navy coach, had believed it was possible to win without winning, and laid his plans accordingly. The RAF's nucleus of international-class swimmers took gold after gold, only for the Navy to match them on points by dominating the second and third positions.

In the first event, MNE Jason Peet (45 Cdo) swam a magnificent 800yds freestyle, finishing second behind Morgan of the Army and ahead of Shackley of the RAF. NAM Troy Barker (Heron) was fifth.

AEM Steve Thomas (Illustrious) and MNE Simon Jackson (RM Eastney) took third and fourth in the 100yds butterfly, and MA Rob Peacock (Sultan) finished a good second in the 100yds breaststroke with MNE Lawrence Hembury desperately unlucky to be touched out of third place.

## FASTEST TIME

The Navy section on the balcony lifted WEA App Dave Bones (Collingwood) to the fastest time of his life in the 400yds freestyle. He finished fourth, one place behind Barker.

Thomas and SA Gary Richardson (Collingwood) had a real tussle in a thrilling individual medley before finishing second and third, positions which were also clinched in the 100yds freestyle by the wardrobe pair of Lieut. Rob Heatley (FOSNI) and Sub-Lieut. Paul Beresford (Manadon).

Backstrokers LWEA Micky Mycroft (Collingwood) and AB Neil Townrow (Danae) also took points for second and third places in their race, as did Hembury and Peacock in the 200yds breaststroke until Peacock was subsequently disqualified.

The same positions were filled by Richardson and Jackson in the 200yds freestyle, during which Richardson almost beat RAF international Paul Marshall.

With just the relays to come, the Navy led by a single point.

## Swimming

They needed to win the freestyle and could afford to come second to the RAF in the medley. Both races went according to plan, and team captain Simon Jackson lifted the trophy in triumph to end two years of RAF domination.

Storey and his assistant coach, CPO Sam Wakefield (Collingwood), celebrated by skipping round the pool, bowing to the main stand, and jumping in!

The RN Women's team tied with the WRAF for second place, the Navy divers finished in second place, a point behind the RAF, and the Navy water polo team performed disappointingly to lose 6-10 to the RAF, eventual winners, and 5-6 to the Army.

## VICTORY PARTY

Back in Collingwood that night, the victorious party were joined in a celebratory drink by the chairman of the RNASA and Captain of Collingwood, Capt. Anthony Wheatley, and Mrs. Wheatley.

To the disappointment of the swimmers, Rear-Admiral Frank Bowen, a very involved president of the RNASA, is relinquishing this office.

Final positions were:  
Diving (men) — 1, RAF, 15 points; 2, RN, 14; 3, Army, 13.  
Diving (women) — 1, WRAF, 20; 2, WRAF, 14; 3, WRNS, 8.  
Water polo — RN 6, RAF 10; RN 5, Army 6; RAF 10, Army 9.  
Swimming (men) — 1, RN, 84; 2, RAF, 81; 3, Army, 59.  
Swimming (women) — 1, WRAF, 54; 2, WRNS and WRAF, 43.

ROYAL MARINES won the Navy swimming championships held in HMS Collingwood, while Portsmouth beat Naval Air Command 9-7 in the final to take the water polo honours.

Individual race winners were:



Members of Dasher's crew enjoy the Parade of Sail at Gaspe, Quebec. In the background is the Gloria.

Picture: CPO(Phot) John Drew.

# Dasher on parade

UNSEASONAL ice conditions and unexpected headwinds turned the Canada-Liverpool Tall Ships race finale into a bit of a crawl. Dasher, the sailing training yacht based at JSSC, Gosport, finished 11th in the slow time of 18 days.

Skipper for the leg back across the Atlantic was FCPO Bob Coupland, who told

Navy News that exceptional ice conditions had forced the fleet to take an avoiding route to the south, adding considerably to the distance.

Earlier in the race, Dasher was first in class and second overall on the Las Palmas-Bermuda leg, and took line honours and first in class from Bermuda to Halifax, Nova Scotia.

## Modern pentathlon

LPT Jim Nowak has a chance to prove the selectors wrong when he competes for the Royal Navy in the British modern pentathlon championships in the London area from September 20 to 23.

To his, and the Navy's disappointment, Nowak (HMS Dryad) made the journey to the Olympic Games in Los Angeles, but did not compete. The rules allow for squads of four, three of whom may compete, and Nowak was the man the selectors dropped.

Ironically, competing in the Navy team with Nowak this month is Lieut. Tim Kenealy (Yeovilton), who suffered the same fate at the

# Nowak can put record straight

Moscow Olympics four years ago. Two others named in the RN squad are LPT Danny Boon (Raleigh) and MT3 Pat Dunleavy (Haslar).

Representing the Navy B team will be LS M. Gilson (Avenger), LPT M. Flaherty (Falmouth), LWEA B. Simpson (Neptune) and POPT J. Munnings (Osprey).

# Hill proves too steep for Brian

AB Brian Schumacher's Olympic Games dream ended in defeat at the hands of the USA's Virgil Hill, eventual winner of the gold medal in the middleweight division.

Schumacher, the British boxing team captain, was unfortunate to get a bye into the second round, depriving him of the chance to warm up before meeting the world ranked Hill.

But there was no disgrace in Schumacher's defeat, and he at least had the satisfaction of making Hill work for a points verdict.

## Boxing

Of interest to Navy boxing enthusiasts is the news that former Royal Marine Terry Marsh is to challenge British light-welterweight champion Clinton McKenzie at Shoreditch on September 19.

Marsh won three ABA titles and a cabinet-full of Navy and Combined Services honours while boxing with the all-conquering Royal Navy team between 1978 and 1981.

NAVY champion Lieut.-Cdr. Alex Johnstone and coach CPOPT Nobby Hall opened the new HMS Nelson glass-backed squash courts with an exhibition match on August 8.

# Marines take Command title

Men  
800m freestyle — MNE Jackson (RM), 9:30.92. 100m butterfly — AEM Thomas (NAC), 1:01.70. 100m breaststroke — MNE Hembury (RM), 1:16.16. 400m freestyle — MNE Peet (RM), 4:38.51.

4 x 2 individual medley — AEM Thomas (NAC), 3:23.62. 100m freestyle — Lieut. Heatley (RM), 57.62. 100m backstroke — AEM Thomas (Ind), 1:09.53. 200m breast-

stroke — MNE Hembury (RM), 2:49.26. 200m freestyle — MNE Jackson (Ind), 2:08.64. 4 x 2 medley relay — 1, RM, 2:49.42; 2, Ports; 3, Ply; 4, Air; 5, Scot. Team relay — 1, Air, 3:48.08; 2, Ports; 3, Ply; 4, RM; 5, Scot.

Women  
100m butterfly — Wren Flaherty (Ply), 1:15.62. 100m freestyle — Wren Flaherty (Ply), 1:09.21. 4 x 1 individual medley —

Wren Flaherty (Ply), 1:45.06. 100m backstroke — Wren Sayce (NAC), 1:19.06.

100m breaststroke — Wren Downie (NAC), 1:26.28. 1 length freestyle — Wren Sayce (Ind), 19.80. 4 x 1 medley relay — 1, Air/Scot, 1:34.88; 2, RM/Ply/Med; 3, Ind and NAC; 4, Ports. 4 x 1 team relay — 1, Ind and NAC; 2, Air/Scot; 3, RM/Ply/Med; 4, Ports.



# Defeat snatched from jaws of victory

THE ROYAL NAVY twice snatched defeat out of the jaws of victory at the Inter-Services tournament with batting displays that almost defy description, writes Derek Oakley.

Although they were in "safe" winning positions against both the Royal Air Force and the Army, the Navy players threw away their chances of the trophy with abysmal middle order batting. It may have been inexperience at this level that caused it, but it was nevertheless utterly frustrating to their supporters.

On the plus side, apart from some excellent fielding, there were three splendid individual performances. An inspired bowling change after just one over against the RAF brought on LWTR Andy Collier, who took five for 21 with his seamers on a pitch that had been affected by rain and was rather inferior to what might have been expected for an Inter-Service match.

## TIGHT BOWLING

He was supported by tight bowling by the other three seamers, Lieut. Peter Bowden, CPO Kelson Brooks and Lieut. Tony Izzard, and together they reduced the RAF to 67 for 7 at lunch after 35 overs.

An eighth wicket stand of 61 boosted the Light Blues to 134-9 from their allotted 55 overs — not a match-winning total, one would have thought.

But LWTR Kevin Norwood played an injudicious stroke to the first ball of the Navy innings and, except for Capt. Charlie Hobson RM, others followed in quick succession. Only Izzard's downfall could be attributed to the wicket.

By the 30th over, through careless batting and an unnecessary

## Cricket

run out, the Navy had been reduced to 39-7, only Hobson providing any sort of hope. At 46 he was joined by Bowden, and the two of them at last showed application sadly lacking in those who had gone before.

They added 42 in 32 minutes before Hobson was stumped for 48, and the innings subsided to 97 all out. It was the lowest total in the tournament since the overs limit was introduced in 1965.

RAF 134-9 (V. Thomas 29 n.o., R. Muse 29; A. Collier 5-21, A. Izzard 2-29, P. Bowden 2-38). RN 97 (C. Hobson 48, P. Bowden 27; R. Johnson 4-24). RAF won by 37 runs.

On the second day, the Army batted briskly between showers, and when lunch was taken after 31 overs were 101 without loss. Skipper Capt. Charlie Clark was undefeated on 52. The terrors of the previous day had disappeared from the pitch, and Clark and Lieut. David Bolus (son of the former England player, Brian Bolus), went on to a record opening stand of 175 when Clark was unfortunately run out for 96.

## FRESH HEART

Brooks had bowled splendidly, conceding only 25 runs from his first 14 overs. Clark's dismissal gave the bowlers fresh heart, and six wickets fell in the next ten overs for 40 runs, three to Bowden and two to Collier.

A late flourish and a dropped catch left the Army with a very respectable 248-6 off 55 overs.

Norwood and Lieut. Robin Hollington RM put bat to ball against an unremarkable Army

attack in a stand of 82 off just 15 overs. Although Izzard departed to a magnificent slip catch off a middled late cut, Hobson took up the challenge and with 20 overs left the Navy needed only 76 with eight wickets in hand.

Hollington spent a precarious 14 minutes on 99 before competing a well-deserved century, only the second in 20 seasons of limited overs Inter-Service cricket.

He skied a ball in the following over, and then Hobson was brilliantly caught off a ball that was going for six.

This was the turning point. Although the required scoring rate was just 3.5 an over, the batsmen tried to belt the leather off the ball and the last eight wickets tumbled for 37 runs in under 12 overs. The Navy finished 13 runs short of victory.

Army 248-6 (C. Clark 96, D. Bolus 64, A. Llewellyn 34 n.o.; P. Bowden 3-55, A. Collier 2-61). RN 236 (R. Hollington 100, C. Hobson 51, K. Norwood 29; D. Bolus 4-66). Army won by 12 runs.

On the final day of the tournament, the RAF batted, bowled and fielded sensibly enough to defeat the Army by 114 runs.

It was a hugely disappointing end to a season of promise, particularly after the Royal Navy had beaten powerful Civil Service the week before. New caps were Lieut. Richard Walker RM, who had top scored with 61 against the Civil Service, and Mid. David Higgs, a promising left hander who made the Navy's highest individual score of the season, 136 against the Free Foresters.



## A grand new boat

Mrs. Molly Worlidge, wife of the Captain of HMS Sultan, Capt. R. A. Worlidge, christens the new Portsmouth Command RN Rowing Club coxed four racing boat. Following club tradition, the boat was named after a sum of money, "Five Grand." A new single sculling boat (left) was named "Naafi Rebate." Three crews are currently rowing at the club, which is based at Horsea Island and uses a 900m. non-tidal lake alongside the RN Firefighting School.

# GAME, SET, MATCH TO THE WRNS

THE RN Women's tennis team easily won the Inter-Service championships at the All England Club, Wimbledon, on August 6 and 7. It was the seventh occasion in the past nine years that the Navy ladies have come away with the title.

Representing the WRNS were Chief Officer Jenny MacColl (FONAC), First Officer Annette Picton (Derby Careers Office), Third Officer Tracy Smith (Nelson), LWrens Jenny Fenton (Warrior) and Sue Oldman (Dolphin), and Wren Liz Oates (Heron).

Jenny Fenton retained her ladies' singles title at the Navy

## A medal and bar

CDR. R. C. Sturgeon RN (retd.) says our Bisley report (August) was incorrect to state that no RN rifle champion had added a bar to the Queen's Medal.

He writes that CPO Riley Curtis, one of the Navy's most distinguished shots, won the Queen's Medal in 1966, and a bar to the medal in 1973, the year he retired.

## Bisley

## Mash wins

CPO TERRY MASH added another glittering prize to his already considerable collection when he won the Service Pistol Challenge Cup and gold badge as top pistol shot at the Services NRA meeting at Bisley.

Inter-Service results were: United Services (Service rifle) — 1, Army 1,385 points; 2, RN 1,292; 3, RN 1,272; 4, RAF 1,232.

Inter-Service UTT pistol — Army 2,273; 2, RN 2,205; 3, RAF 2,204; 4, TA 2,200.

Inter-Service sub machine gun — 1, RAF 966; 2, Army 958; 3, RN 952; 4, TA 929; 5, RM 886.

I-S pistol — 1, RAF 822; 2, Army 800; 3, RN 796; 4, TA 755; 5, RM 741.

I-S short range (target rifle) — 1, Army 1,102; 2, RN 1,100; 3, RAF 1,098; 4, TA 1,097; 5, RM 1,052.

I-S long range (target rifle) — 1, TA 1,093; 2, RAF 1,091; 3, Army 1,078; 4, RN 1,059; 5, RM 1,039.

Burdwan Challenge Trophy (aggregate of all Inter-Service events) — 1, Army; 2, RAF; 3, RN; 4, TA; 5, RM; 6, RNR.

## Tennis

championships at Wimbledon, defeating Sue Oldman in the final. But Sue did not come away empty handed, teaming up with Liz Oates in the doubles to defeat the defending champions, Jenny MacColl and Jenny Fenton.

## MIXED DOUBLES

The defending champions were also defeated in the final of the mixed doubles, Cdr. Alan Spruce and Jenny Fenton being beaten by Lieut. Peter Holt and Tracy Smith.

Wren F. Paton beat Third Officer S. Wheeler in the final of the plate competition.

## Fixtures

## SEPTEMBER

1 — Athletics: Braemar Highland Games (Braemar).  
5-7 — Golf: Inter-Command match play championships (Royal Cinque Ports GC).  
8 — Hockey: RN(W) Inter-Establishment 6-a-side (Eastney).  
9 — Judo: Welsh Open championships (Cardiff).  
10-13 — Golf: Inter-Service tournament (Royal St George GC).  
12 — Angling: Inter-Service course championships (HMS Dryad).

15 — Blathlon: RN championships (HMS Dryad).  
15-16 — Sailing: Bosun national championships (Plymouth).  
16 — Cycling: RN road race (Lea-on-Solent).  
20-23 — Pentathlon: British Open (Elmbridge).  
22 — Netball: RN(W) Inter-Establishment tournament (HMS Nelson).  
24-25 — Netball: RN(W) Inter-Group championships (HMS Nelson).  
29 — Squash: RN(W) Inter-Establishment tournament (HMS Vernon).

## Rugby

# Services to take on Wallabies

COMBINED SERVICES take on the Australian rugby tourists at Aldershot Military Stadium on Saturday, October 27 in the highlight to a busy programme for the Services.

## Decathlon

ROYAL NAVY positions in the Inter-Service decathlon championships staged at the RN stadium in Portsmouth on August 2 and 3, were: 5, MNE G. Penhall, 6,125; 6, MNE W. Spencer, 6,119; 10, PO T. Lewis, 5,649; LS G. Russell, 5,602; 12, Cpl R. Williams, 5,312.

## Chilly golf

PORT Stanley golf course has just obtained a new clubhouse — not very luxurious but replacing a hut damaged in the 1982 conflict.

The new clubhouse — a Portakabin "surplus to military requirements" — was formally opened by the Civil Commissioner Sir Rex Hunt.

## CORNWALL

The Royal Navy's first representative game is on September 19 against Cornwall (1815) at Penzance and Newlyn. The Inter-Service matches at Twickenham in the spring are on March 2 against the Army and April 6 against the Royal Air Force.

RNRU Secretary Lieut.-Cdr. Roy Stokes wants to remind the rugby fraternity that he is now located in the Office of DNPTS, HMS Temeraire, Portsmouth PO1 4QS (ext. 24193).



If you can't beat 'em, join 'em. That's what LWren Kim Toms of HMS Dolphin decided. Now she's a black belt and obviously has the upper foot over her husband Dave, a PO also serving in Dolphin. Dave is also a black belt and represents Scotland, and Kim has just been picked for the England squad. They both specialise in Kyo Kushinki karate, a tough form of the sport which involves body contact.



## Dolphin's £6,000 lifeline

A NAVY-WIDE appeal by a team in HMS Dolphin to help liver transplant children has now topped £6,000 — more than a third of the cost of a vital blood cell separator now in use at Addenbrooke's Hospital, Cambridge.

The team, led by CCWEA Tony Lea, of the Electronic Maintenance Room at the submarine base, pushed a go-kart from Gosport to Birmingham in July.

Now Navy civilian worker Mr. Pete Maguire, of Gosport, father of prospective transplant patient Julie Maguire, is co-ordinating efforts to raise a further £30,000 for equipment which will save the lives of 50 children a year.



The Hong Kong Patrol craft HMS Starling is commissioned at Bootle — complete with unusual funnel badge.

# STARLING POSES CHINESE PUZZLE

THERE's a clue in the funnel badge to a future of Eastern promise for HMS Starling as she commissions at Bootle. The ceremony (pictured above) was held on Merseyside in tribute to the close local associations of the former HMS Starling, wartime sloop.

Present were members of Captain Walker's Old Boys' Association, named after Capt. F. J. Walker, whose 2nd Escort Group, including the Starling, operated from Liverpool with brilliant success against German U-boats during the Second World War.

Guest of honour was Capt.

Walker's widow, Mrs. Eileen Walker (87), who cut the commissioning cake, assisted by RO1(T) Bill Glen. A painting from the association was presented to the commanding officer of the new ship, Lieut-Cdr. Glen Tihley.

After commissioning, the new Starling was returning to Hall Russell at Aberdeen for modifi-

cations. She is due to sail for Hong Kong in November, a month after the first two Hong Kong Patrol craft, HM ships Peacock and Plover, deploy to their foreign station.

And the funnel badge Chinese mystery? The wording reads, "My red dragons are missing" (which is true as they hadn't yet been added). The

smaller writing says: "We have the best Chinese restaurant in the Fleet."

Other ships in the Liverpool area at about the same time as the Starling commissioning included HMS Liverpool, guardship for the Tall Ships event, and HMS Nottingham, escort for HMY Britannia when she reviewed the Tall Ships Parade of Sail.

## TAX MAN

### From front page

This means that tax will be chargeable on the notional interest that would have been paid if the interest had been charged at the "official rate," currently 12 per cent.

There are two exceptions to this new rule:

- Tax is not charged on notional interest which, if it had been paid, would have been eligible for tax relief — that is, where the LSAP or AHP loan plus any commercial mortgage or other loan (including bridging loans) does not exceed £30,000.

- Tax is also not charged where the notional interest is less than £200. This equates to loans of less than £1,750, which

year in question, the charge is adjusted accordingly.

Recovery of tax, says the announcement, will be arranged through single Service authorities.

In the case of the Navy, HMS Centurion will advise the Inspector of Taxes of beneficial loans in existence to higher-paid employees for house purchase.

When liability is established, the Inspector of Taxes will recover the tax by issuing a revised notice of coding.

While there is no provision for compensating existing LSAP holders for the tax they will have to pay, the burden of this unexpected additional financial liability is fully appreciated, it is stated.

Accordingly, if genuine financial hardship ensues, those who have obtained LSAP loans before the date of the announcement may apply through normal Service channels for some rescheduling of loan repayments. Each case will be treated on its merits.

The official information on the subject is contained in DCI RN J 310/84.

● See also Newsview — page 14.

### Sorry!

FOR this edition of Navy News, restricted to 32 pages, some items have had to be condensed and others omitted or held over. Our sincere apologies to those who may be disappointed.

approximates to the capital that would realise interest of £200 at 12 per cent.

Thus the tax liability on those affected will be a reducing one. The statement gives the following example:

A £29,000 building society mortgage, and an average outstanding LSAP or AHP of £3,200, the average amount outstanding for the period of the advance during the tax year in question. He will pay tax on £264 — 12 per cent of £2,200, which represents £29,000 plus £3,200 minus £30,000. Where the advance has been in existence for less than the tax

## Challenger

### From front page

commissioned on August 3 as the fifth largest operational surface ship in the RN.

Guest of honour at the ceremony was Flag Officer Third Flotilla, Vice-Admiral Dick Fitch, and the service was conducted by the Chaplain of the Fleet, the Ven. Noel Jones. The cake was cut by Mrs Eileen Wright (wife of the commanding officer, Capt. John Wright) and the youngest rating in the 185-strong ship's company, 17-year-old WEM(O) Mark Roe.

## 1985

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## Southsea Engineers' club is reprieved

THE Royal Navy Engineers' Benevolent Society Memorial Club is to continue to use the society's premises at Holland House, Clarence Parade, Southsea, following the reversal of a decision taken earlier in the summer that the club must find a new home.

Society and club have separate organisations. The club rents the premises at favourable terms, although fewer people than ever before are members of both club and society. Club membership, which includes civilians, is now about 200, and in recent years patronage of the premises has declined.

### TENANCY

But there were second thoughts on the tenancy question, and the society has now agreed to grant the club a further five-year lease at increased rental, in the hope that it will develop and attract more members.

"In its operations the RNEBS has a duty, as a benevolent society, to safeguard its property and investments on behalf of its members, but we are pleased if the club at Southsea can continue to operate," said a spokesman.

The Southsea premises were acquired by the RNEBS from the Admiralty after the Second World War for use by engineering senior rates, past and present (including those promoted officer), although other senior rates are also welcome.

## Fife hits right note...



AMONG the yachts in the picturesque setting of Cowes Week is HMS Fife, which was guardship for this year's event. She welcomed many visitors on board during her stay, was illuminated each evening and fired a salute in honour of the Queen Mother's Birthday.

The Fife is also about to break into the musical world. Musicians, or those contemplating an instrument, may care to note that the Portsmouth-based destroyer is forming a volunteer band. Those wishing to join a band should include this when submitting a C240 to Drafty.

## Cup honours VC gunner

A NEW competition trophy, the Mantle Cup, is to be awarded twice a year to the RN warship or RFA which shows highest standard or greatest improvement in close-range gunnery.

It commemorates Acting Leading Seaman Jack Mantle, who won the Victoria Cross posthumously for his great courage during a German Stuka raid on Portland harbour on July 4, 1940. Despite

wounds which included a shattered left leg, he continued firing the starboard pom-pom of HMS Foylebank until he fell "by the gun he had so valiantly served" as the citation puts it. He is buried in the Royal Navy cemetery at Portland.

The trophy has been handed over to Commander - in - Chief Fleet, Admiral Sir William Staveley, by Maj-Gen. D. E. Isles and Rear-Admiral Sir Hugh Janion, of the British Manufacture and Research Co. Ltd.